

COACH

MART

Issue 604 £1

September 6 1990

The leading weekly serving the coach industry



Looks familiar?

But now it's the Plaxton 321

HOWES AT THE HELM

Big changes ahead for Citylink

FORD 1984 R1115 DUPLÉ DOMINANT IV, 53 str., power operated entrance door, tinted side windows, curtains, side lockers, autumn tint moquette, white.

FORD 1983 R1114 PLAXTON PARAMOUNT 3200, 49 E-type seats, brown moquette, TELMA retarder, side locker, white+yellow/orange reliefs.

LEYLAND 1987 TIGER 245 PLAXTON PARAMOUNT 3200, 12M, 57 str., autumn tint moquette, power door, side lockers, automatic lubrication, white.

LEYLAND 1987 TIGER 260 DUPLÉ 320 12M, 50 recliners, grey moquette, power door, courier seat, toilet, servery, suspension raise system, white.

DAF 1987 (NOVEMBER) DKFL CAETANO ALGARVE 12M, 53 recliners, autumn tint moquette, power door, courier seat, curtains, continental door, yellow/brown/orange.

DAF 1986 DKFL DUPLÉ 340 12M, 53 recliners, grey/orange moquette, power door, curtains, gangway carpet, rear toilet, tinted glass, red/white.

DAF 1984 SB2300 DHS JONCKHEERE JUBILEE P50 12M, 49 recliners, grey/blue moquette, toilet, water boiler, fridge, wired for TV.+video, white/duo blue.

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

DAF 1983 (AUGUST) SB2300 DHS JONCKHEERE JUBILEE P599 12M, 51 recliners, centre sunken toilet, Webasto heating, fridge, coffee machine, carpet, curtains, TV.+video wiring, grey/blue moquette trim, white.

QUALITY COACHES

BOVA EX DEMONSTRATOR FUTURA FHD 12.290 INTEGRAL, 51/55 recliners, demountable centre sunken toilet, colour monitor+video, water boiler, carpets. Nominal mileage. **SPECIAL PRICE £99,750**

BOVA 1985 FUTURA FHD 12.280 Integral 12M, 49/53 recliners, red/grey moquette, centre sunken demountable toilet, wired for TV./video, white+red reliefs.

BOVA 1984 EUROPA III Integral 12M, 49 str., beige/fawn/orange stripe moquette, centre sunken o/s toilet, continental door, wired for two TV. monitors+video, drinks machine, Webasto heating, courier seat, carpets, power door, all white.

BOVA 1983 EUROPA II Integral 12M, 53 str., red moquette, power door, courier seat, curtains, Webasto, cream/brown/yellow.

BOVA 1982 EUROPA II Integral 12M, 53 str., red moquette (48 recliners+5 fixed at rear), power entrance door, courier seat, curtains, continental door, white/grey/yellow.

MOSELEY

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BEDFORD 1986 YNV DUPLÉ 320 12M, 57 str., power door, grey/yellow moquette, tinted glass, cream/red.

BEDFORD 1985 (DECEMBER) YNV PLAXTON PARAMOUNT 3200 12M, 55 recliners, grey/red moquette, power entrance door, curtains, side lockers, white/red.

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white+yellow/orange stripes.

VOLVO 1986 B9M PLAXTON PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for TV./video, silver/blue.

VOLVO 1982 B58 DUPLÉ DOMINANT IV 12M, 53 recliners, brown moquette, tinted double glazed side windows, curtains, TELMA retarder, air/leaf suspension, automatic chassis lubrication system, cream+brown/grey reliefs.

VOLVO 1981 B58 PLAXTON SUPREME 12M, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows, curtains, white.

VOLVO 1980 B58 PLAXTON SUPREME EXPRESS 11M, 53 str., autumn tint moquette, power entrance doors, curtains, white/orange/blue.

VOLVO 1979 (LATE) B58 PLAXTON SUPREME 12M, air/leaf suspension, automatic gearbox, TELMA retarder, 51 recliners, autumn tint moquette, power entrance door, side lockers, all white.

Carlton P.S.V.

STOP PRESS

Our fourth refurbished Skyliner is now ready! Re-painted white, in National Express Rapide livery, re-moquetted, re-trimmed, carpets, fully serviced, 71 seats plus rear hostess seat. Additional servery & cool box. Acceptable for Rapide work for a further 5 years. Cherished plates, Mercedes manual. £83,000. Stock No.9021. Further examples available shortly.

NEOPLAN

1988 Neoplan, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No. 0021

1983/4 Neoplan Skyliner, 71-75 seats, Mercs V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023

Well preserved and maintained, very recently remoquetted (blue) and resprayed (white) **1982 SKYLINER** (with cherished plates), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use — a very clean example. Stock No. 0004.

MCW

1984 Cummins L10 4-speed full automatic gearbox, Voith retarder, servery, Frenzel boiler, 71 recliners plus courier, toilet, N/S front door, N/S centre door, orange curtains, MoT Feb '91. Stock No. 0020. Only one left.

VOLVO

1984 Volvo B10M Berkhof Esprite, 53 seater, power door, Webasto, curtains, carpets, radio/PA/cassette, MoT 27.11.90. Stock No.0016.

1983 VOLVO B10M Jonckheere P599, 49 recliners, Telma, coffee machine, MoT Nov 1990.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT Dec 1990. Stock No. 0012

1980 VOLVO B58 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No. 0014.

1979 VOLVO B58 12 metre, 57 seats (re-moquetted), Alpha power door, side lockers, livery white and MoT Feb 90. Stock No. 0015.

MAN

1982 SR 280, 47 recliners, Sutrak air conditioning, 6 speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No. 0008

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white. MoT April 1991.

BEDFORD

1981 Bedford YNT 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes. Reconditioned engine, new MoT Sept 1991. Stock No. M9014.

1980 Bedford PJK, 29 seater, Duple Dom, red, moq, livery white. Stock No. 0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream ext, red moq. Stock No. M9036.

LEYLAND

1982 Leyland Leopard 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome. MoT Feb 1991. Stock No. 9033.

1982 Leyland Leopard 12 metre Plaxton, 49 seats, semi auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91.

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT 23.08.91. Stock No. M9012.

1981 Leyland 11 metre Plaxton, 53 (remoquetted), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No. 9013.

1981 Leyland 12 metre Plaxton, 49 recliners, cream exterior, Autumn tint moquette, new MoT 29.09.91. Stock No. 9010.

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Coachmart

ISSUE 604

September 6, 1990

5 News: Scottish Citylink moves into leisure market; Plaxton launches heavyweight, economy coach; new chassis will lead AVE Berkhof sales drive; Jonckheere wins Deauville P35 orders.

12 Fleet Update: Kowloon Canton Railway Corporation is staying cool with air-conditioned Dennis Dart midibuses; Bristol City Line has spent £2.4 million on 29 Leyland Lynx single-deck buses; Caetano Algarves join a Welsh operator's tour programme.

15 Letters: There's more comment about young drivers and 'copy cat' services; Marksman is given a ticking-off.

17 Diary: Mealstop has news of a big opportunity awaiting any operator wishing to go into business across the Atlantic; new Minister for Public Transport Roger Freeman has a high noon appointment with a fearsome opponent...London's traffic blackspots.

19 On Target: Marksman reckons traffic area credit account facilities would be a good thing; and says operators need to improve their service to attract more passengers.

21 Road Test: Rod Davey gets behind the wheel of a Volvo B58/Plaxton Supreme V1 on a 'bucket and spade' trip run by Skills of Nottingham.

27 Toilets: Details of toilet drop points around the country.

29 Licensing & Legal: A driver who lost his job wins his fight for cash; Wilfreda Beehive has its licence cut and is banned from running double deckers following maintenance problems; traffic commissioner tells operator to praise his staff for helping to improve his company's maintenance system.

34 Tourism: A tour organiser has news of some off-season coach trips to Ireland; the Princess of Wales opens a new London tourist attraction.

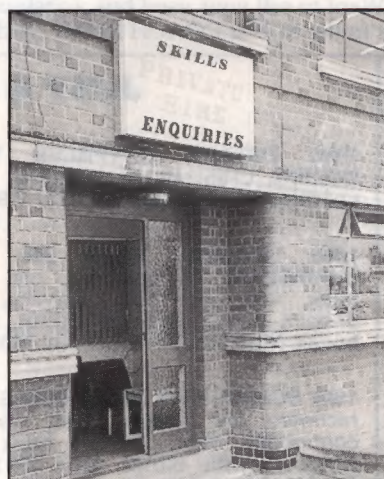


Jonckheere UK managing director Mike Chittock is looking for big sales of the Deauville P35

— see page 9



Bristol City Line has just spent £2.4 million on 29 new Leyland Lynx buses— see page 12



We go behind the scenes of Skills to test a Volvo B58 Plaxton/Supreme V1

— see page 21

COMMENT

ONLY 97 shopping days until Christmas... but now is the time to start looking around for a present for your business.

Trouble is, what do you buy the company with everything? It's already got a serviceable school bus, a couple of ten-year-old coaches to carry the pensioners to Skegness, and two shining, three-year-old executives for tours and private hire. What else is there?

By next year, your executives are a year older. One winter on ski work for teenagers, a few private hire trips with the rugby club and the executive tag doesn't quite fit the coach. Now or next spring you are looking at a new vehicle, because that's what the tour companies and the public will inevitably ask for.

And now is a good time to buy. Most dealers are gift-wrapping new coaches with a number of different deals. Some offer deferred interest finance, or good part exchange, even a free holiday for you and the missus. Dealers are friendly, getting friendlier and it's not just because they need your cash.

What dealers also want is a secondhand vehicle they can sell on. There are several things which might attract a dealer to take your coach in preference to another. The manufacturer's label is important. Franchises selling one make of vehicle clearly like to see reasonable secondhand examples of their vehicles. No problem with spares, familiarity in the workshop, and a chance to sell the brand name to the customer on a budget.

There are also encouraging signs that manufacturers are now beginning to build what the operator wants, not what the manufacturers want the operator to buy. And it is doubly encouraging that the manufacturers making the biggest strides in this direction are both British.

Dennis' no-nonsense Javelin has been a huge success and now Plaxton has reborn that respected workhorse, the Duple 320, as the budget priced 321. Both vehicles are good, honest coaches and go a long way towards meeting the demands of operators and their customers. Sensibly priced as they are, both deserve to win orders.

A healthy market for new vehicles is in everyone's interests: the paying customer demands them; manufacturers need to build them; dealers need to sell them and, to attract and retain customers, operators need to run them.

Now then, what will you buy for the business this Christmas...?

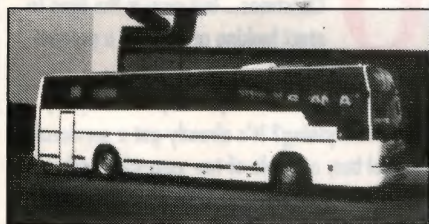
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- A fixed-rate commission (between 5%-10% of selling price), payable only when vehicle is sold.

JUST A FEW EXAMPLES

1986 OPTARE CITYPACER VOLKS-WAGEN, LT55 engine, 5 speed, manual gearbox, 25 d/p seats, MoT 27.7.91. Price **£12,500**

1985 LEYLAND TIGER 245 DUPLÉ CARIBBEAN, 48 recliners, o/s sunken toilet, r/o/s cont door, servery, fridge, driver's bunk, gangway carpet, 3 x TV boxes, MoT 26.4.91. Stock No. M009 **£32,000**

1985 SCANIA K112 JONCKHEERE P50, 49 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Stock No. M102 **£46,500**

1984 SCANIA K112 JONCKHEERE P50, 49/51/53 recliners, o/s sunken toilet, o/s centre continental door, driver's bunk, tinted windows, rollo blinds, MoT 1991. Choice of three. Stock Nos. M104, M105 & M106. **£41,500**
1983 DAF MB200 DKFL PLAXTON 3200 EXPRESS, 53 seats, ZF automatic gearbox, PA, MoT 30/3/91. Choice of 4. Stock No. M006 **£33,000**
1983 BOVA EUROPA (DAF 8.25), 44 seats, toilet, servery, curtains, MoT 29/11/90. Stock No. M008. Choice of 4 **£28,000**
1978 SEDDON (GARDNER 180), 49 seats, Plaxton X'Press exterior, blue moquette. **£5,000**

SOLD

The Bus & Coach Mart, Carlton PSV Sales Ltd, Sandbeck Way, Hellaby, Rotherham, S Yorks S66 8QL
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■ SBG SELL-OFF

Citylink to move into leisure

SCOTTISH Citylink's new owner will be halving its dependence on express coaching over the next five years to concentrate on other areas of travel and leisure.

The company - acquired last week by its management/employee buyout team - derives around 90 percent of its turnover from express work but says its plan is to progressively halve this figure.

Managing director Alan Howes says motorway congestion, new electrified rail schemes and cut-price competition have forced the £500,000 company into diversification.

'I can't be specific about our plans for reasons of commercial sensitivity,' said Mr Howes, who led the buyout team. 'But within five years, we want to reduce the proportion of turnover produced by express coaching from 90 percent to 50 percent.'

'We are not confining ourselves to bus and coach operation. It is unwise to put all our eggs in one basket. We are considering other leisure activities, such as running hotels. The company mission is to move into both travel



Directors Nigel Fortune, Pat Saunders, Guido Crolla and Alan Howes (pictured on the left of our picture) will be leading Scottish Citylink away from express coaching (chairman David Campbell is not shown).

and leisure together.'

Mr Howes said the eight Scottish Bus Group companies and more than a dozen independents under contract to Citylink's express services could feel the benefit, despite the fact that he is not ruling out mileage reductions and the lapsing of contracts.

'We have plenty of operators who want to do work for us but too many want to run vehicles at rates we cannot afford to pay,' said Mr Howes.

'Our general aim is to provide a quality service for higher fares, and hence higher rates. The problem has been that

the SBG companies starved of investment capital cannot provide new coaches but still have contracts to run.

'These and other companies can put their trust in us, but this is a chicken and egg situation. Does the money go into the quality of service now before the premium is charged to the customer, or does the customer pay first?

'We want to pay higher rates but we need the quality. We could even invest jointly in vehicles with operators if the deal is right.'

Mr Howes admitted he had reacted swiftly

to the service, without giving it a chance to show what loadings it would carry.'

But he was anxious to point out that the game plan remained the same: 'Three new Scania's were bought by Lowland, now in private ownership, as an example of a company investing money in coaches on our behalf. I can say that we have reacted to that, and we might have something special to offer Lowland in the near future.'

● Citylink's livery - currently a hotch-potch of similar designs in blue and yellow - is to be revamped to a standard pattern in vinyl within the next few months.

■ SBG SELL-OFF

Lowland Scottish is in new hands



Douglas Pelling (left), seen taking the 'keys' of Lowland from STG chairman Ian Irwin, is committed to serving passengers in East Lothian and the Borders.

LOWLAND Scottish has been handed over to its management/employee team making it the first to officially leave the Scottish Bus Group.

Scottish Transport Group chairman Ian Irwin sealed the deal with bid leader Douglas Pelling at Galashiels, congratulating him and the team for their success.

Mr Pelling reaffirmed his commitment to the passengers of East Lothian and the Borders, saying the 70-year history of the company would continue and the part-ownership by employees would ensure the best possible service.

Meet the new owners

THE Scottish Citylink management buyout team comprises five members, four executive directors and one non-executive chairman.

● **David Campbell** (46) is chairman and non-executive director of Citylink, also chairman and chief executive of West Independent Newspapers - the largest newspaper independent in Western Scotland. His directorships include Ardrossan Saltcoats, Stevenson Enterprises and Clyde Cablevision Holdings, and he is vice-chairman of Enterprise Ayrshire.

● **Alan Howes** (43) is managing director of Citylink. He was formerly marketing man for Northern Scottish before moving to Midland Scottish as operations manager in 1983.

● **Guido Crolla** (33) is finance director of Citylink. His background is in the computer and engineering industries, having worked in Europe for the Ericsson Group and Ferranti.

● **Pat Saunders** (43) is retail director. He has held a full-time union post, and has worked in personnel and industrial relations.

● **Nigel Fortune** (35) is administration and accounting director. The former Lothian Regional Transport employee joined Citylink in 1989.

■ NEW CHASSIS

New chassis will lead AVE Berkhof sales drive

AVE BERKHOF's new sales and marketing director David Waterman says the thrust of a new sales drive will be provided by a new chassis for the Excellence body and part exchange facilities.

Mr Waterman - who left VL-owned Yeates after 15 years to join AVE last week - is aiming to sell 25 to 30 Dutch-built Berkhof coaches in the next 12 months, despite speculation over the future of the dealership following the acquisition of the company by the United Bus consortium.

The departure of Peter Rigby earlier this year was followed by discussions between AVE chairman Len Wright and Berkhof to put together a fresh

look for the dealership.

'For the first time, we are going to take in secondhand vehicles and deal in them,' said Mr Waterman. 'The main selling point of the Excellence is good looks. It is so much better than the rest.'

This, coupled with the

introduction of one or perhaps two new chassis, will push sales up from last year's single figures, he says. Berkhof bodies have previously been most popular on Scania and Volvo B10m chassis.

Len Wright said: 'Because of high

interest rates and fear of recession, the market has turned out to be even more difficult than we predicted. But our long-term aim is to provide British coach operators with an attractive alternative to the products of high-volume manufacturers.'



AVE Berkhof: aiming to see up to 30 Dutch-built coaches sold in a year.



Len Wright: giving British operators an attractive choice of chassis.

■ OBITUARY

DORIS YEATES

MRS DORIS Louise Yeates - wife of WS Yeates, the founder of the Loughborough-based bus and coach distributors - has died aged 85.

Mrs Yeates met her husband when they both worked for the manufacturers of bus and coach chassis, the Gilford Motor Company.

She also worked alongside him when they established WS Yeates, first in Nottingham in 1928 and later in Loughborough.

Mrs Yeates remained a director of WS Yeates plc, following the acquisition of the bus and coach division by VL Bus and Coach, and always took a keen interest in company business.

■ MANAGEMENT CONTRACT

Anglo-Egyptian deal is sealed

LONDON Transport's international consultancy has won a two million dollar deal to help revamp the entire bus system of Cairo.

The Egyptian Transport Authority is adopting LTI management plans for three years to cope with the maintenance of 1,500 buses a year in one of the most advanced workshops anywhere in the world.

LTI says it has worked with Egypt for ten years to get the work, which will be undertaken by management from LTI and Irish national bus company CIE, based in Dublin.

■ BUS DELIVERY

London and Country gets Volvo double-decks

THE first of 36 new Volvo Citybus double-decks go to Drawlane subsidiary London and Country this month.

The East Lancashire-bodied buses, worth £3 million, join 38 similar double-decks and 22 Volvo B10M-chassis

coaches already operated by London and Country, which has this year won a significant number of LRT tendered services.

VL Bus and Coach's Bill Russell said the mid-engined Volvo Citybus chassis now

commands almost 20 percent of the heavyweight bus market. The L and C buses have a 245 bhp Volvo engine, ZF auto gearbox with integral retarder, and dual doors on the East Lancs body.

■ BUS ROUTES

Ivan's new Edinburgh service

IVAN Ford's bus company Edinburgh Transport has launched another service in the city but has been told to introduce a minibus service on one of its routes.

The new 333 Traenent-City Centre service will be operated by Ford's Leyland Nationals but service 330 Dalkeith-City Centre has been cut to operate only as far as the Asda Superstore with minibuses due to small residential roads.

Edinburgh Transport is the city's newest bus company, and is a subsidiary of Ford's Silver Coach Lines.

Volvo Alexanders' Doncaster debut

SOUTH YORKSHIRE Transport's Doncaster-based Mainline company is to run some of its 12 new Volvo Alexander single-decks on three new routes starting next week (September 10).

SYT is claiming Mainline will be operating the services autonomously, with the 23 vehicles and 50 hand-picked staff providing top-quality bussing under the watchful eye of Mainline manager Ernie Slater. The services were launched at Doncaster Racecourse last Monday by the local Mayor, Jack Meredith.

■ NEW COACH

Plaxton targets small operators

PLAXTON has launched a new Scarborough-built coach onto the market - and the Duple 320-based vehicle has been married to the Leyland Tiger chassis exclusively for VL's Yeates Bus and Coach sales outlet.

The newly-tagged 321, built on a Tiger 250 or 290 heavyweight chassis, is the first of the Duple designs to be made at Scarborough, and sold at a competitive price.

Launching the Yeates Tiger 321 SE, Yeates sales director Tony Harvey said: 'This is a

new high-quality, high-specification all British coach, offered at a low price.'

Aimed at the small operator requiring a budget-priced



Plaxton sales planning director John Torr (left) and Tony Harvey: big hopes for low-cost 321.



Yeates Tiger 321 SE: high quality, low cost, British coach.

heavyweight coach, prices start at £88,500 with Cummins 250 bhp engine and six speed ZF manual gearbox.

However, the majority of the first batch have 290 bhp at £91,500.

Mr Harvey explained: 'We can offer a special price through our unique position in the Volvo group.'

The 321 is built using Duple 320 jigs. External appearance remains unchanged apart from Plaxton side and wheelarch mouldings.

However, the interior is pure Plaxton with 53 Paramount Remax reclining seats and courier seat as standard. Side tinted double-glazing, full draw curtains, centre gangway carpet, heated driver's mirrors and Tempo 100 requirements are also standard.

This highly competitive package provides a direct challenge to the Dennis Javelin, Scania K93 and DAF SB2300.

■ COMPANY PROFITS



Wallace Arnold's parent company has recorded £1.35 million pre-tax profits for the six months ending June 30, 1990

Wallace Arnold's parent company enjoys record profits

WALLACE Arnold parent company, Barr & Wallace Arnold Trust, has reported record pre-tax profits of £1.35 million for the six months ended June 30 1990 - an increase of nine percent. Turnover in the same period rose by 19 percent to £120.6 million.

However, most of the increase in profits came from the company's motor distribution division - up by more than 40 percent from £945,000 to £1.33 million.

The profits of the leisure and holidays division, which includes the Wallace Arnold

coach operation, went up by only 2.6 percent - from £421,000 to £432,000.

Chairman Malcolm Barr described the leisure and holidays division result as 'creditable' and said the British holidays business in particular remained a strong market.

The company's fuel distribution division contributed £185,000 in pre-tax profits - up from £101,000 - in the first six months of 1989.

The final pre-tax profit figure includes a £596,000 central overhead charge.

■ COMPANY PROFITS

Plaxton profits up following disposals

PLAXTON'S interim results for the six months ending on June 30 show Britain's major coach builder has increased profits from £3.7 million to £5.2 million - but that includes a surplus of £2.44 million from business disposals.

Plaxton's Roadlease leasing finance subsidiary is to be integrated with its coach and motor divisions. The company's motor division closed three loss-making dealerships and sold two other going concerns.

Holding high vehicle stocks has meant

Plaxton has been hit hard by high interest rates. Net interest payments increased from £1.95 million in the same six months of 1989 to £2.67 million this period.

'The coach and bus division has experienced unexpectedly difficult trading conditions with the high interest rate climate causing severe price competition,' said Mr Matthews. He added 'The downturn has coincided with unusually high vehicle stocks inherited from last year's Duple and Arlington acquisitions.

'The level of stocks is reflected in the sharply-

increased interest cost shown in the division's accounts. Stocks are reducing but market conditions are not easing and it may be some time before we see an improvement.'

Plaxton is expecting 1990 results to be below those of 1989, but hopes to maintain its share dividend as long as the trading environment does not deteriorate.

'A brand new range of city bus vehicles is to be introduced during the early part of next year which will reduce our present reliance on the UK luxury coach market,' said Mr Matthews.

GMB's £6 million gross loss

GREATER Manchester Buses has announced an ordinary trading surplus of £600,000 for 1989 but an overall gross loss of more than £6 million.

The profit on turnover was offset by massive reorganisation costs and a £1.28 million bill for new ticket machines but GMB's chair Val Stevens is promising viability for the future.

She said: 'I firmly believe that in the interests of the

travelling public, the prime requirement is now for a period of stability and concentration on the provision of service.'

In the annual report for the year ending October 31, 1989, Mrs Stevens said the GMB consortium's success in securing the Metrolink project - the first new Light Rail Transit (LRT) scheme to be built in Britain - would carry Manchester's public transport hopes.

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FREIGHT ROVER 350, diesel, 16 high back moquette seats, high roof, white with red interior, C.D. conversion, hi spec. 1st reg 1/8/87. Annual June '91. £10,950

MERCEDES 508D, 19 high back moquette seats, Bristol Dome, boot, diesel, tacho. 1st reg 23/2/83. Annual July '91. £9,950

FREIGHT ROVER 350, diesel, 18 moquette bus seats, high roof, soft trim. 1st reg 1/8/87. Annual June '91. £9,950

FREIGHT ROVER SHERPA, 16 + 5 standees, moquette bus seats, white/red/blue exterior, power door, diesel, Dormobile conversion, tacho, Autumn interior. 1st reg 1/10/86. Annual Jan '91. £9,950

SHERPA 350 DIESEL, 16 moquette seats, high roof, Leith conversion, radio, tacho. 1st reg 1/1/86. Feb '91. £8,950

FREIGHT ROVER SHERPA DIESEL, 16 high back moquette seats, Scotts conversion, white with blue line exterior, brown interior, radio, tacho, window curtains. 1st reg 17/3/86. Annual April '91. £8,950

TALBOT EXPRESS, Derv, 14 seater, CD conversion, white/brown with Autumn interior. 1st reg 30/9/87. Annual November '90. £8,450.

FORD TRANSIT, 16 seater diesel O/D Dormobile, high back moquette seats, white/red/blue exterior, tacho. 1st reg 1/11/84. Annual 28/2/91. £6,950.

FORD TRANSIT, 16 seater diesel, O/D Dormobile, high back moquette seats, white/red/blue exterior, tacho. 1st reg 1/11/84. Annual April '91. £6,950

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COACH SALES

Jonckheere wins Deauville orders

JONCKHEERE UK has picked-up orders for its Deauville P35 35/37-seater mounted on the MAN 10.180 and is predicting up to 20 sales in the first year.

The vehicle - which sees the company entering the medium capacity coach market - has undergone minor alterations since being road tested in *Coachmart* (Issue 601, August 16).

Jonckheere UK managing director Mike Chittock said at the company's three-day publicity event last week: 'We are quite encouraged by the initial operator response to our 10.180 build and have four vehicle orders already in the pipeline.'

He doesn't see the market for such high-class touring midicoaches being very large: 'The medium capacity market is traditionally small,



Looking for up to 20 Deauville P35 sales in a year: Jonckheere coach sales executive Barry McCrae, managing director Mike Chittock and coach sales manager Arthur Humphries.

probably because of the cost per seat, which is high. But there is a market.'

Minor criticisms of the MAN 10.180/Jonckheere Deauville P35 made in the *Coachmart* road test had been attended to on the UK prototype demonstrator. The gearshift for the ZF S 6 36 has been re-located in an improved ergonomic

position, it has been fitted with a speed limiter and a radio/PA/cassette has been installed.

There was no full-size MAN 16.290/Jonckheere at the showing as all have been sold, with more than 20 delivered in the UK.

'We are very pleased both with the customer reaction to the MAN

16.290 and the MAN back-up from Swindon,' said Mr Chittock. 'MAN is going to become an important UK market competitor, as well as being an important European manufacturer.'

Jonckheere UK took the opportunity to show operators what else was available from its base at Brackmills Industrial Estate, Northampton.

Another new vehicle on show was the Volvo B10M GL/Jonckheere P599 Deauville with 51 Vogel 3000 reclining seats and a ZF 6 90 gearshift and its three available front line

secondhand vehicles were also displayed: a DAF MB 230 DKFL/Jonckheere P50 Jubilee with 48 Fainsa Miami recliners; a Volvo B10M GL/Caetano Algarve with 49/53 recliners; and a Scania BR116/Jonckheere Burmuda.

Mr Chittock said: 'Although we're an exception with low secondhand and new vehicle stocks, the industry as a whole is probably overstocked. There's a widespread view the going's going to be quite difficult at least over the next year.'

COACH

Chinese celebration ends Excelsior trip

EXCELSIOR'S Silk Route trip to Beijing has ended in a Chinese banquet after 45 days travelling and 10,000 miles on the road.

The journey took customers who, at around £4,000 a time, raised money for charity through Cologne, Berlin, Warsaw, Moscow, Baku, Alama Ata, Urumqui, Dunhuang, Sian and finally into the Chinese capital.

The Volvo B10M Plaxton 3500 hit several problems on the way, but made it to Beijing on schedule. It was delayed by sandstorms in the Gobi

Desert, shipping problems on the Caspian Sea and treacherous roads. The latest and last major problem, a landslide, saw passengers go on by train while the coach waited two days for a path to be cleared.

More obstacles such as blocked roads and jack-knifed lorries were cleared while the Chinese people watched in awe of the vehicle as coaches are rarely seen in the Chinese countryside. The entrance of the coach into Tianenmen Square was followed by a welcome from TV, radio and the tourist office.

NEW BODY

Body beautiful

PLAXTON'S French subsidiary Carrosserie Lorraine has launched a new streamlined high-floor coach body on its home market.

The Lorraine 300 GTS II is said to achieve better fuel economy due to its smooth styling, despite the potent 304 bhp engine mounted in the Iveco-chassis test model.

In common with many French coaches, the Lorraine 300 GTS II



has air-conditioning, double-glazed frame-mounted windows, and a fold-down automatic step on the passenger door.

Among its best features, according to French road testers, are its quietness, roadholding and comfort.

FIXTURES

Flying the transport flag

THE RAF Museum at Hendon hosts The Transport Roadshow on September 25. The 10am to 4pm show features exhibitions by fuel management system suppliers and is supported by the CIT. Tickets and information are from Christine, Tel:0254 682111.

Raymond Stove
COACH COMPANY



BRIEFS

● SCANIA's plans to standardise catalytic converters on bus chassis may be governed by the supply of low-sulphur diesel.

Factory-fitted catalysts will be available from 1991 but Scania says operators will be asked to prove they can source and use the special fuel, since some current diesels can damage the catalytic box.

Most oil companies will be able to supply low-sulphur diesel by 1991.

● NEWCASTLE-based Busways is mixing its fleet by ordering ten Northern Counties-bodied Olympians... having only a fortnight ago ordered ten Alexander-bodied Scania N113DRB double-decks.

The new order is for DiPTAC-equipped vehicles with assault screens and vandal-proof windows.

● VISCOUNT Travel in Peterborough has sold its open-top Bristol FLF 'The Pride of Peterborough' to sister coach company Premier Travel Services but holds on to its Bristol FS6G and FLF6G - both veterans with a million miles clocked up.

The buses, bodied by the old Eastern Coachworks at Lowestoft, were built in 1964 and 1966.

● SOLENT Blue Line's two-man buses operating in Southampton have produced an unexpected spin-off. The 22 bus conductors used on the city's routes have been moving on to driving as soon as vacancies come up. SBL trains them first for minibuses then puts them through the PSV test.

● EAST Yorkshire Motor Services has taken delivery of its six Northern Counties-bodied 'stretched' Leyland Olympians for Hull services. The buses, worth £600,000, are 85-seaters, and DiPTAC equipped.

MINIBUS

Tax changes should help the handicapped

TAX rules which could have ruined minibus operator Linley's of Lymm may be relaxed to help both operators and the handicapped.

Linley's found itself saddled with a £27,000 tax bill for a dozen vehicles because they were not carrying the minimum 12 seats... and so came under private car VAT and road tax laws (*Coachmart* 601, August 16).

After wrangling with Customs and Excise officials - who had threatened to impound Linley's vehicles if the

bill was not paid within 10 days - proprietor Brian Linley managed to get the tax payable down to £1,500, payable for three vehicles which, although they could accept 12 seats, were not designed for 12.

'The frustrating thing is that Brian Linley is having to pay the bill to establish a legal precedent, and getting customs men to change the way they enforce the ruling,' said the firm's transport consultant John Taylor.

He said there are three local authorities

in Greater Manchester facing bills of around £250,000 but these charges had been frozen while Linley's case was sorted out.

The tax laws interpreted in the original way would have meant car tax of 10 percent of the dealer cost of the vehicle and VAT of 15 percent which would not be reclaimable for business purposes.

The relaxation proposed by senior officials in the head policy section of Customs and Excise will mean vehicles will

be judged on maximum capacity, though there will be stringent qualifications, say transport consultants Taylor and Lightfoot.

The removal of seats for wheelchair tracking may have to be accompanied by a permanent access for disabled passengers - tail lifts, for instance. And seats removed for storage may have to be available for inspection by tax officers.

● **Transport consultants Taylor and Lightfoot can be contacted on 061 225 3141.**

MANUFACTURING

Rapier is a cut above the rest

ONE of Britain's smallest minibus builders, Rapier Coachbuilding of Doncaster, has achieved British Standards' 5750 manufacturing certification.

The Yorkshire firm, which employs just 15 workers, is hoping the BSI kitemark will help it get orders in 1992 when trade barriers in Europe are lifted, and will reassure operators that its Mercedes-based minibuses are built to a consistent standard.

Rapier's effort to get the British Standard started a year ago when inspectors began monitoring quality of its work from



Left to right: Rapier partners David Moseley and John Knight celebrate the 'red letter day' with mayor and mayoress John and Pat Meredith.

administration down to stores, and ended when local mayor John Meredith presented the

BSI certificate.

'We are delighted to get the BSI recognition,' said

partners John Knight and David Moseley. 'This is a red letter day.'

Mr Knight says there may come a day when chassis and chassis-cab suppliers insist on coachbuilders having the 5750 standard to maintain a reputation for quality.

The minibus is a 26-seat coach-standard conversion based on the Mercedes 609D.

The conversion cost around £9,000, but higher specification vehicles are being built and Rapier says it is hoping for orders from the MoD and government departments.

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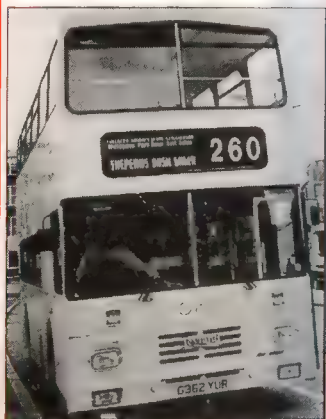
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You've been buying...You've been buying...You've been buying...You've been buying...You've

Armchair picks-up Olympians



A SUCCESSFUL tender for London Regional Transport's route 260 has brought with it an order for 12 Leyland Olympian double-deck buses from Brentford-based Armchair Coaches.

'This is our first experience of double-deck operation,' said managing director Simon Newman. 'We have chosen the combination of Leyland Olympians with Alexander bodywork on the recommendation of other operators.'

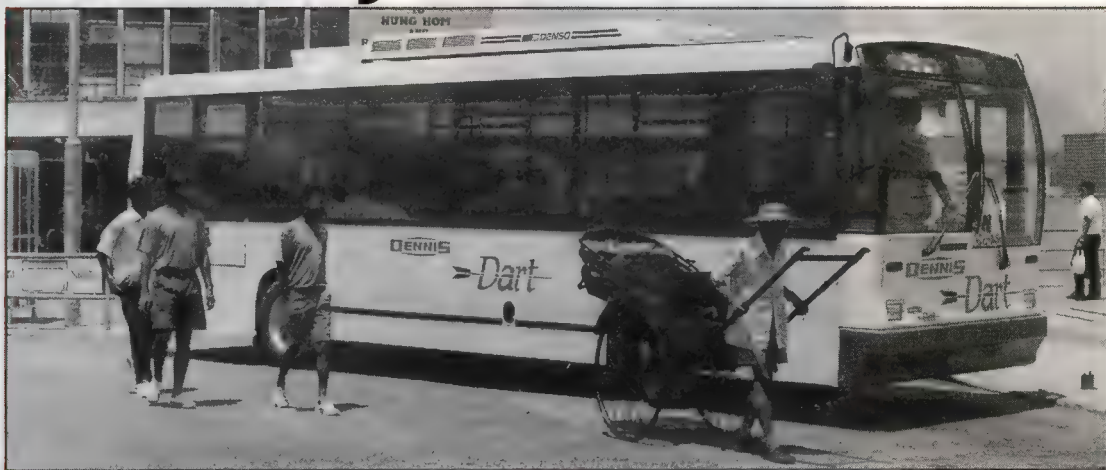
All 9.6 metres long with low height Alexander 'R' type single door bodies, the vehicles have 77 seats, Cummins L10.180 engines, ZF HP500 automatic gearbox, and are fitted with LRT's schedule for mobility impaired passengers.

In addition to Plaxton Sales supplying the vehicles, Plaxton subsidiary Roadlease Finance provided a lease package for six of the buses.

Since winning this route, Armchair has won the LRT route 65 between Ealing and Kingston, and has gained considerable experience running tendered services for both Hertfordshire and Surrey county councils.

Formed in 1960, Armchair has been a member of the EH Mundy group since 1968.

Darts stay cool in Kowloon



KEEPING cool in Kowloon are air-conditioned Dennis Dart midibuses - on evaluation for the Kowloon Canton Railway Corporation and other operators.

Dennis is hopeful of winning the order, as the vehicles are to be used as feeders for the Colony's light railway transit system.

Any order would put Hong Kong's imports of Dennis buses to more than 1,500. For Kowloon Motor Bus and China Motor Bus already operate hundreds of tri-axle Dennis Dragon and Condor double deckers - along with Dominators, Jubilants and Falcon coaches.

It is being assessed on

routes already served by both 24-seater minibuses and MkII Metrobuses.

The railway company's divisional manager David Hassey said: 'We expect the Dennis Dart to prove a hot favourite here and are delighted to have the first fully air-conditioned Dart for evaluation.'

£2.4 million Leyland Lynx order

BADGERLINE subsidiary Bristol City Line has invested £2.4 million on 29 brand new Leyland Lynx single-deck buses.

Part of the company's fleet renewal programme, they replace 17 Leyland Nationals and 12 Bristol VRT double-deckers.

Specification includes many DIPTAC features and the very latest technology with Bright Tech electronic destination equipment.

There are route number and destination displays on the front and side as well as a number at the rear of the vehicle. City Line is proud it has the largest fleet to date fitted with this destination gear.

Other features include split level passenger steps with saw-toothed edgings, extra overhead lighting in the entrance area, a gently sloping aisle covered with non-slip material, palm-operated bell-pushes, 'bus stopping' sign, improved convactor heaters and an improved ride with full air suspension.

As well as better engine sound proofing and moquette upholstered seating, deeper windows enhance the

passengers' view.

Recently added features include improvements to handrails and a repositioned luggage pen. Brightly coloured, non-slip handrails have been re-positioned to allow passengers to hold at least one horizontal or vertical handrail at all times. The larger luggage pen has been relocated making it easier for clients to store their shopping and other effects.

'Since we first introduced the Lynx last year we've heard a lot of nice things from disabled and elderly customers who like the extra features,' said City Line's marketing manager Vernon Bettison.

'This second delivery underlines our commitment to providing a first class service to all passengers using our network.'

DIPTAC vice chairman Claudia Flanders added: 'Features like those introduced by City Line make journeys easier and more pleasant for all concerned, and not just those customers who are elderly or have disabilities. This is especially so for people with shopping, baby buggies and small children.'

City Line now has a total of 62 Leyland Lynx single-deck buses in service, representing an investment of over £5 million.



been buying...You've been buying...You've been buying...You've been buying...You've

West Coast pleased with purchase

WEST Coast Motors has a new red Beaver out and about in South Argyll, working a five-year contract for Strathclyde Regional Council.

It is running a tendered service between Ardrishaig and Lochgilphead.

The company operates a number of local services in the area and was sceptical about the viability of the route. But a trial service last year, using used Reeve Burgess-bodied Mercedes, proved popular - especially with young mothers and senior citizens.

First run at the request of local people living in Lochgilphead's growing housing estates, it turned out it was not commercially viable. But the council saw the community's need, put out a tender, and West Coast won it.

Managing director Willaim Craig liked the Reeve Burgess and Mercedes combination, especially on the area's



hilly roads, and stuck with it when he ordered the bus, mounted on a Mercedes 709D, from Charles Middleton at Plaxton Sales.

He said: 'It has everything we want - including a low step, wide entrance and a luggage pen.'

It has 25 seats because the bus will be so busy on its local service there will be no time for private hire work.

West Coast was in *Coachmart's* news pages recently when it donated a coach to carry church musicians on a tour of Scotland.

Founded in 1926, the company runs more than 30 vehicles from its depots in Campbeltown and Ardrishaig - most of them full-sized Volvos, Leylands and Bedfords finished in the company's red, dark red and cream livery.

Optimos are little, but they're luxurious



'OUR Caetano Optimo 21-seater coaches are just as luxurious as our full sized coaches,' says Oxford-based Heyfordian's sales manager Brian Kirton.

Heyfordian points out in its marketing literature for clients: 'We have introduced the Caetano Optimo for smaller groups, a coach unlike converted vans and trucks which is especially designed to carry people.'

This operator of more than 60 coaches in Oxfordshire and Buckinghamshire likes the vehicle's unique design and independent front suspension, which it says combine to provide an outstandingly smooth ride.

The company has acquired two such vehicles, one of which is pictured.



Algarves join Saga holiday programme

WILLIAMS Coaches of Brecon in Powys has taken delivery of two Caetano Algarves.

Mounted on DAF SB3000 DKV with rear mounted engines, the vehicles feature 49/53 recliners, courier seat, power plug door with peage window and a centre sunken

demountable toilet with a continental door.

There is also a driver's berth, 'fridge, tinted side windows, full draw curtains and a Blaupunkt radio/PA/cassette audio system.

Operations manager Wynford Reece said: 'We are using the vehicles on Saga Holidays' extensive

tour programme, including work in the English Lakes, Bavaria and the Austrian Tyrol.

'We chose the Algarves because we get good value for money at this level of specification. Pricewise, we look for a good engine combined with a high specification vehicle.'

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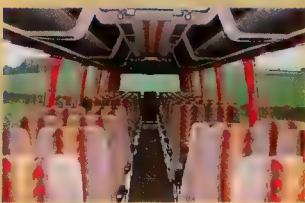
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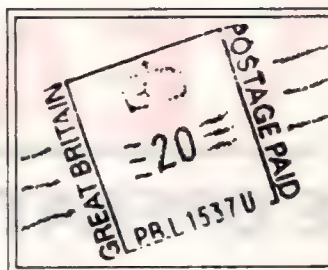
From T J Rowland

SIR

In reply to the letters from Carole Clarke and Kim Cutwell (*Coachmart*, August 9) regarding my letter (*Coachmart*, July 26). I think they were both misled as part of my letter was not printed in which I quoted that I read with dismay of the recent coach accident in France where a large and well known company employed a 23-year-old driver on a 70-seater coach on the continent.

First I would ask Carole and Kim to contact insurance companies as to why they put a much higher premium on drivers under 25 years of age, then they will get the answer.

Next when Carole said I was another self-acclaimed experienced operator I would like to point out to her that I was driving a coach in the RAF when I was 18 years old, then was employed by a major bus company where one had to drive a service bus for at least five years before stepping into the driving seat of a coach and also take a test



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for continental work.

Also, as an operator, I was one of the very few small firms to hold tour licences when they had to be applied for and granted only on merit, not like today's free for all.

In answer to Kim's letter, I did not quote that any young drivers were breaking the law in any way, but as you have mentioned it, I can assure you that when I am driving on the continent on a tour at the permitted speed, many

British coaches on so called tours with young and older drivers pass me. They call them tours but many of them are express services going from A to B as quick as possible on a journey where I have an overnight stop.

Finally, I wish Carole and Kim the best of luck in today's rat race. I am glad I have not many years left to do as you have both quoted that you have had no accidents or convictions. I would hope not in your short time as operators. If you can still say that after 20 years, then that will be the time to sing your praises.

T J ROWLAND
TERRY'S TRAVEL
OSPRINGE
FAVERSHAM
KENT

'Copy cat' services: a clarification

From Bob Dudley

SIR

Richard Leadbetter seems to have missed the point I made in my letter which was published in *Coachmart* on August 2. None of the examples he has quoted would be considered 'copy cat' registrations.

Our own experience with

Luton and District Buses is that they have copied our routes yard by yard, operating only at the times and on the days we operate and timed to be two minutes in front of our own buses, together with a below cost fare charge.

These are the cases I was writing about. I did suggest that routes not at least 20 percent different from

existing routes should be disallowed, not routes with only some similarity.

BOB DUDLEY
MANAGING DIRECTOR
LUTONIAN BUSES LTD

Marksman is off-target over bus services story



From V E Jones

SIR

In *Coachmart* on August 2, Marksman suggests that Hereford and Worcester County Council are already in

the process of running their own bus services. This statement is incorrect.

This is the second time recently I have had to write regarding the accuracy of Marksman's statement regarding this county council and suggest that he might have the courtesy to telephone the public transport team to check his facts before making any further statements or allegations.

V E JONES
COUNTY ENGINEER AND
PLANNING OFFICER
HEREFORD AND WORCESTER
COUNTY COUNCIL

NOSTALGIA CORNER



THERE was no mistaking a Foden bus or coach in the early post-war years. Not all that many were built but they were renowned for smooth running.

This PVD6 double decker was built in 1952 with a Massey body for the Scottish Co-operative Wholesale Society's bus services in the Paisley area, run under the name of its previous owner, Smith of Barrhead.

It survived for more than 11 years, being withdrawn before the business was taken over by Western SMT in 1968.

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- 1980 MERCEDES 608D REEVE BURGESS**, 19 High Back seats. Exterior red/white/blue. Interior duo brown. Tinted windows, top sliders to windows, racks, twin tanks, boot, rear foglights. (MoT 04.01.91). Ref: 5259. **£9,250**
- 1983 MERCEDES 309D DEVON CONVERSION**, 19 seater, exterior white, brown and gold, interior red and black striped moquette. Full draw curtains, Eberspacher & Bristol dome. (MoT 01.10.90). Ref: 5309. **£13,500**
- 1987 MCW METRO RIDER**, 25 High Back seats, exterior red/white, interior brown/red moquette, radio/PA/stereo, driver operated entrance door. Tinted windows, curtains, soft trim, rear scope, parcel racks, digital clock. (MoT 7.3.91). Ref: 5198. **£29,750**
- 1986 BEDFORD YNT DUPL 320**, 53 seater, exterior red and cream, interior grey/red moquette, radio, driver operated entrance door. Side locker, drivers locker, tinted windows. (New test). Ref: 4475. **£38,950**
- 1986 BEDFORD YNT DUPL 320**, 55 seater, exterior white, interior grey/orange moquette. Radio/PA, driver operated entrance door, side locker, soft trim. (MoT 13.06.91). Ref: 4694. **£39,950**
- 1987 BEDFORD YNV DUPL 320**, 55 reclining seats, exterior white/orange/blue, interior grey/blue moquette. Radio/PA/stereo, w/discs, driver operated entrance door. Exhaust brake, side locker, tinted windows, curtains, gangway trim, soft trim, ferry lift. (MoT 28.01.91). Ref: 5229. **£43,950**
- 1988 BEDFORD YNV CAETANO ALGARVE**, 53 seater, exterior brown/white, interior duo brown moquette, radio/PA/cassette, w/discs, plug door, exhaust brake. Side lockers, tinted windows, curtains, air suspension, soft trim. Lucas limiter. Footrests. (MoT 16.04.91). Ref: 5262. **£47,950.**
- 1979 LEYLAND NATIONAL**, 41 seats + 22 standees. Exterior blue/yellow, interior orange moquette, 5 speed SA gearbox, folding door, drivers cab, destination gear. (MoT 07.01.91). Ref: 5110. **£9,950.**

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DIARY

The Big Country is beckoning

THE rich American accent on the end of the 'phone was scathing about the price of Scottish Citylink: 'Jeez. Five hundred thousand pounds for the company, and they've only got one bus...'

André Hobson of Florida-based Clearwater Express reckons he can offer a better deal for anyone who wants to go Stateside. Six coaches and a selection of school buses, contracts for the forthcoming 10-month season, and leasehold premises on which he claims the sub-lets pay the rent... all for \$240,000.

'I took the business a year ago,' he told *Mealstop*. 'But it's got me beat. This game is 24 hours a day, and I'm **def-fin-nitely** a nine to five man. I mean, this a labour of love.'

Turnover at Clearwater, mostly gleaned from the million inhabitants of Pinellas County, is around \$500,000, of which 70 percent is private hire. Parking is for around 16 American tri-axle, air-conditioned buses.

'Over here, we got luggage lockers under the vehicle,' says André. Well, these Americans have always got a bigger one...

Prospective buyers will see the advert in this week's



Coachmart's new diary column

issue. Ya'all take a peek now, ya hear?

● **IT WAS very brave of Minister for Public Transport Roger Freeman to volunteer for a tour of London's traffic blackspots. And particularly brave since those chaps at the Bus and Coach Council can't be trusted to play fair.**

Having blessed the proposed visit with an innocuous, off-peak start time, the BCC has rearranged it to coincide with the Changing of the Guard traffic.

The new schedule says 10.45 am kick-off, noon finish... but the latter timing might be a bit optimistic.



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Time to stamp out needless hazards

AM I just unfortunate, or have others had the experience, which has twice been mine during the dry spells of this summer, of suddenly having about 10 gallons of water hit the screen from a crop sprayer which has been, somewhat idiotically, sited so that it waters the road as well as the field?

I believe that, in the interests of highway safety, it is an offence to light any fire near to a highway, or to burn stubble (soon to be totally outlawed) when the smoke will drift over a nearby road.

Should not similar legislation be applied to protect road users from the ineptitude of bucolic sitters of water sprays?

With road deaths running at about 100 a week (only one of which on present averages involves a PSV), action to remove unnecessary potential causes of accidents must be worth while.

A credit system would act as a financial safeguard



WE ordinary mortals know that the mind of a civil servant works in strange and wonderful ways.

This is evidenced by their response to the call of the industry for credit account facilities to be given by traffic areas for registration fees or the costs of supplying photocopies of competitors' registrations.

They admit that in one area a system has evolved of operators depositing a sum of money from which such fees will be deducted and the operator is advised when the account needs topping up, yet reject the notion of a credit account system on the grounds that it would increase administrative costs!

In an attempt to give weight to this spurious argument, they further suggest that operators



DTp: cloistered minds?

would default on settling their accounts.

May I remind the cloistered minds of Marsham Street that operators are billed by traffic areas for far greater sums and, presumably, they pay up.

I refer to the five year cost of operator licences, which even for a one vehicle fleet is seven times as great as a registration fee.

My thought that operators pay the traffic area with unaccustomed alacrity is based on the assumption that one

dares not even give a hint of financial instability to those nearest to the commissioner's ear.

Have the advisers of ministers forgotten that commissioners have to be satisfied as to an operator's financial standing in order to hold an 'O' licence?

Far from the (remote) possibility of operators failing to settle accounts with the traffic area being a reason **not** to have them, it is surely the best possible reason in favour.

I would bet a cup of civil servant's tea to a litre of Scotch whisky that an operator who who was forced to delay payment to the traffic area of a few pounds **must** be in financial difficulties and almost certain to have let his vehicle maintenance standards fall.

What a cheap early warning safety- check accounts like this would be!

First class services are needed to stave off disaster

WE operators are rightly concerned at the long term supply effect that the doldrums in new sales might have on the futures of manufacturers and dealers.

But are the facts of the matter not that there was an artificial boom in vehicle sales before 1986 and that, with or without bus deregulation, a decline in PSV ridership is inevitable?

It is no reflection on the bus and coach services provided by our industry that passenger carrying is falling.

Increased affluence throughout all time has resulted in the acquisition of personalised transport.

Hardly more than two decades ago, a television, a washing machine and a car might have still been regarded by many as luxury domestic items. But yesterday's luxuries have become today's necessities.

If the operator, dealer and manufacturer readers of this journal are not prepared to eschew their cars in favour of using public transport, why should they/we, displaying



Pre-1986 vehicle sales: an artificial boom? We need to try harder to stop sales falling.

arrogant class consciousness, think that the *hoi polloi* of the population should

I am convinced that we face a diminishing overall market.

But unless, and until, the whole public transport industry manages to make the product so attractive, so 'green', so socially desirable, so different and the 'in thing' to use, we operators, the manufacturers and dealers, face not just a

diminishing, but an industry in terminal decline.

How long can we keep on giving the public more of the same and expect their patronage?

Rail, sea and air carriers manage to take very considerable premiums for enhanced seating, attentive staff and up-market embarkation facilities.

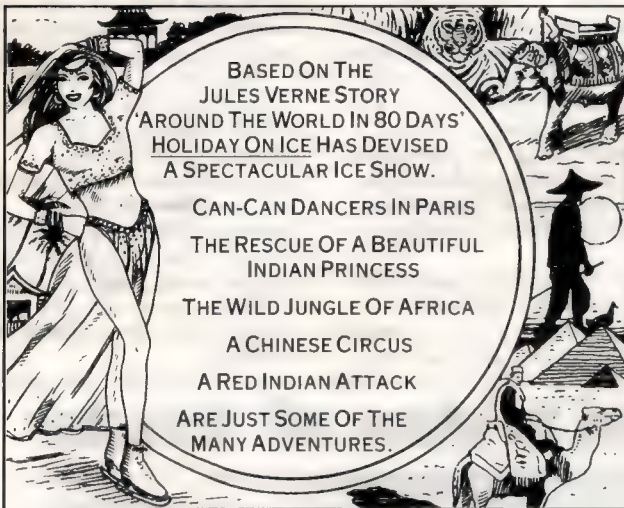
Where are our first class

conveyances, pullman lounges and the equivalent of stewards? Only on Rapide services - the one growth area in the PSV industry.

Until we learn how to extract people from cars and stop regarding our market as one of the mass transit of cloth capped plebians in maximum capacity vehicles, we are doomed. But we are very slow to change our ways.

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SCARBOROUGH is an ideal 'bucket and spade' destination for trying out the Volvo B58/Plaxton Supreme V1.

Trips to such traditional British coastal resorts can make operators' money, but it is not always as simple as that.

Skills managing director Nigel Skill put it succinctly: 'There is no mystery about running in-house express work, but it takes about ten years to build-up client confidence to get it running profitably.' And Skills has run its 'bucket and spade' coastal express services for many years.

But Nigel admitted: 'The market is gradually getting smaller. However, it is still strong in places like Sheffield and Nottingham - old industrial towns with a lot of manual working people.'

The market for Skills' coastal express services, especially at the weekends, is mainly to get clients to inexpensive bed and breakfast venues for their traditional seaside annual break.

Its clients tend to keep transport and accommodation costs down, leaving more cash for incidentals such as beer, but are sufficiently sophisticated to realise low-priced transport entails travelling on older coaches.

Refurbishment

Skills' policy to serve this market attempts to keep the fixed costs of vehicles down by running what it describes as 'battle buses.'

As an accurate description, this is a little unfair - the company is continually refurbishing its older vehicles to make sure passenger comfort is in the front line.

On the 1982-registered test vehicle, there was a new floor fitted by Express Coach Repairs of Pickering. And its Plaxton fixed semi-reclining seats had been retrimmed by Barnsley-based Coach Trimmers.

In addition, the company has extensively re-bodied its older vehicles in its own body shop, and repainted the vehicles in its distinctive livery of Skills' green, orange, brown and yellow.

No attempt is made to disguise registration plates with 'cherished number plates' as this is seen as an unnecessary expense.

So how does this policy work out on the road, at the sharp end? When I approached them, Nigel Skill and his general manager Terry Slater said: 'Why not. How about driving a Scarborough Express at the week-end?'

The end result was this test, followed since by time away from my word-processor at the weekends to 'keep my hand in' as a part-time driver with the company.

Needless to say, the experience has been instructive.

I had picks-ups at both main bus stations in Nottingham, along with a nice burst up the M1 to the station in Sheffield.

Being spoiled by test driving launch vehicles from the major manufacturers, I admit I was a little unsure about how an older vehicle would be perceived by the



Unfairly dubbed a 'battle bus', this Volvo B58/Plaxton Supreme V1 has been re-liveried and refurbished.

PUTTING THE B58'S SKILLS TO THE TEST

Driving in-service for Nottingham-based Skills, Rod Davey finds a refurbished Volvo B58/Plaxton Supreme VI is the older coach which suits 'bucket and spade' express work down to the ground.

customers.

But don't we always underestimate the public when it comes to economics? Most readily realised they were getting value for money and were enthusiastic about Skills' customer service (see Passengers' Views panel).

Outside In

Although its Plaxton Supreme VI

Performance:

Acceleration:	
0-30mph	10 seconds.
0-40mph	20 seconds.
0-50mph	33 seconds.
0-60mph	37 seconds.
0-70mph	64 seconds.

bodywork looks a little dated now, it sparkles in Skills' livery. The company's Peter Street depot in Nottingham has a drive-through wash for the night's last job and this, combined with its policy of keeping up with body and paintwork in-house, puts the best possible face on the Skills fleet.

Jig-built in hollow steel section, the Plaxton Supreme VI bodywork has steel-fluted panels to the sides, and lots of chrome trim, as well as at the front and rear. There's too much really, but it is typical of early eighties British coachwork.

As Nigel says: 'Body repair is easy enough, apart from the fluted joinings which require specialist fitment by outside firms.'

Although the double-glazed side windows, five at each side, cost about

◀ £400 each to replace, windscreen replacement should not be too horrendous because the laminated screen is vertically split for replacement economy.

Stepping through the 710mm-wide passenger door, the passenger first notices the retrimmed fixed semi-reclining Plaxton 'E' type seats. With its new floor, the whole interior looks bright, breezy and new. The rear offside emergency door is slightly wider than the front at 810mm.

Its bright appearance is despite the fact the vehicle's teak effect laminated roof and sides are original. Nearly ten years old, it makes me wonder if this trim should not still be specified instead of the now popular full soft-trim - it is much easier to clean and does not rot around the window lines.

Step heights are not exactly even - but near enough not to make any difference. Ground to first step is 360mm, followed by steps of 240mm, 205mm and 215mm respectively.

The recovered saloon floor, in brand new vinyl covering, is flat apart from a slight aisle rise in between the first rows of seats. And the gangway width is about par for the course at 340mm.

Plaxton's 'E' type seats were retrimmed in a bluish grey moquette highlighted with contrasting horizontal and vertical stripes. The seats have integral head restraints and are fitted with seatback ashtrays.

Passengers said there was plenty of leg room. One man at six-foot three inches tall put this down to the lack of foot rests - worth bearing in mind when considering how far to go with coach specification.

Skills' B58 was used regularly on this day time coastal run, so no keys were necessary to lock the machine. Normally, security is provided with a locking catch on the passenger door - with access and egress through the rear emergency exit in the usual manner.

In this mid-engined Volvo, luggage



Skills' passengers enjoyed the ride on the Volvo B58/Plaxton Supreme V1.

accommodation is mainly in the rear boot - but there is extra, if limited, space in a side locker. No accurate dimensions were available, but the return from Scarborough via Filey and Bridlington became quite a squeeze with the holiday makers luggage.

I was two short of a full load of 53 and had to use a double seat space to stash excess baggage. But space for incidentals in the vehicle's parcel racks, which were traditionally deep and wide, was more than adequate.

As the jaunt to the East Yorkshire coast was in the middle of 1990's summer heat wave, testing the vehicle's heating would not have been very productive.

Quite apart from not being able to judge its effect adequately, with more than fifty passengers on board there may have been a danger of mutiny. For the record the B58/Plaxton Supreme VI had three box blowers.

Although I felt the vehicle's forced air ventilation and rack blowers were a little on the weak side, only one passenger mentioned it when I asked for their opinions - the rest found ventilation sufficient.

In addition, there were three lift-up roof ventilators on the test vehicle which, although efficient, are not universally liked by passengers, especially older ladies fresh from the hairdressers. But they are simple and there is little to go wrong with them.

Lighting followed the late 1970s and early 1980s' pattern of being mounted in the roof centre panel and the vehicle was also equipped with a Radiomobile radio/PA/cassette teamed up with no less than ten speakers in the saloon area.

However, audio entertainment was not on the agenda on this seaside express, and I certainly did not want to risk foisting my own musical preferences on Skills' clients -

Fitter's View

I talked to Skills' fitter Paul Turner about the ease of maintenance and accessibility. He said: 'Routine maintenance is easy, with water located at the offside under the driver's cab through an outside flap. Oil is fed through the nearside behind the rear wheel arch, behind a flap which also houses the main switch. Diesel is on the offside in front of the rear wheel.'

On the nearside of the Volvo B58 batteries are mounted on a radial arm swing-out carrier - considerably easier than present slide-out carriers. Inside inspection hatches in the aisle-way give access to engine, gearbox and rear differential axle. Access to the air filter, power steering componentry and the methanol container for the air reservoirs is from both sides.

However, Mr Turner had some problems with access. He said: 'The radiator front hoses are hard to get to, and work on the fluid flywheel for the semi-automatic transmission means the gearbox has to be removed. It is difficult to remove the radiator and fan shaft for re-installation.' But he was generally satisfied, saying: 'Most things are easy to work on.'

Passengers' Views:

On the outward journey I had driver Derek Selby, who was travelling out to Scarborough to ensure Skills' Whitby Express came within drivers' hours legislation, co-driving for me while I interviewed the passengers on part of the outward journey. Here is a selection of their comments.

Mr and Mrs Otley were on the seats behind the driver's area, and deemed the coach 'comfy' - obviously impressed by the Barnsley-based Coach Trimmers' retrim. And they added that despite the hot weather the coach was cool - so they had not noticed the warm air coming out of the front blower.

Even long-legged Mr and Mrs Gould said: 'The legroom's alright and the blowers are OK.'

In fact, most thought legroom was good with the Plaxton fixed semi-recliner seats, an observation Nigel Skill found surprising. But I had the chance to see for myself, and all passengers appeared comfortable.

Some taller passengers put this down to the lack of foot rests, which they said often reduced the leg room. Operators considering specifying foot rests may wish to bear this in mind.

On the same theme, Mrs Johnson said there was plenty of room to stretch: 'I appreciate that. I

travel everywhere by coach.' She added that she didn't like roof vents as they ruffled her hairstyle when open: 'Although you can avoid the draughts if you sit in the middle of the coach - and the individual rack blowers are very good.'

Mr O'Reilly said the ride was a 'bit bouncy' and 'the individual blowers could do with being more powerful.' But his wife introduced economic arguments, saying: 'It's good economy for a family going on holiday - far cheaper than even travelling with a family railcard. And Skills go to Filey, but National Express don't.'

In fact, customers appeared very aware of what they were getting for their money - and seemed to appreciate such older vehicles were necessary for this type of work. They compared Skills to National Express, talking of the network operator as if it operated all its own coaches. Mr and Mrs Cooper said: 'Skills are better than National Express - and cheaper. The coaches are cleaner and more spacious. You also get a mealstop with Skills.' They said that if they used the National Express network to Blackpool it took five and a half hours from Sheffield.

Finally, Mr and Mrs Frith had their shoes off at the back and had nice things to say both about the 'legroom and lovely upholstery'.

even if The B52s were only six out from The B58s.

Driving

Although the adjustable driver's seat was quite comfortable, I felt the ride quality was a little bouncy when unloaded. However, when passengers and luggage were on board the ride was quite firm - and furthermore the passengers felt it was adequate.

But looking around the cab it is very apparent that more thought is nowadays put into fascia design. As well as the tachograph being offset to the right hand side of the steering wheel, the rev counter also tended to this side. The end result is both dials are partially obscured by the steering wheel on occasions.

Each side of the steering column had stem controls - the left hand side for indicators and the right for dipping headlights. Wipers on each side of the horizontally-split laminated windscreen were independently controlled by rocker switches either side of the cab ventilation point on the right hand side.

Side, tail and headlights were controlled by a metal switch on the left hand side.

Together with the tach and rev counter, in the central fascia panel were gauges for fuel, temperature and air - as well as an enormous circular universal warning light.

To the right, above the windscreen rocker switches, were switches for saloon, cab, rack and fog lights - as well as rack blowers and fans. The left hand side has a rectangular array of no less than 20 warning lights, although not all are functional these days.

On the far left, a panel above the audio installation houses the hazard warning switch as well as the main exterior lights switch, demister control and four heater switches.

The gear control column is located under these switches. It is worth going through the unusual configuration, which is double 'H' with an extra gate upwards to the left for crawler. In the double 'H' it follows first, second, third, fourth, reverse and start mode.

The exhaust brake is controlled by a small foot switch on the left hand cab floor. Because the vehicle is a semi-automatic, the exhaust control is unencumbered as there is no clutch pedal. Positions of accelerator and footbrake are in the normal locations on the right hand floor.

The gear controls are also in a fairly standard position, albeit positioned



Luggage accommodation looks adequate, but families on seaside holidays take the kitchen sink with them. The return journey entailed storing excess baggage on the only spare double seat.

forward on the left hand fascia panel. And the air actuated parking brake is sensibly placed on the driver's signalling window panel.

The Brooms brake is also on this panel, but here hangs a tale. This Volvo safety device is designed to hold the coach steady in the event of air failure while the vehicle is parked - or may be applied manually by pulling out the stop.

If the stop is out, there is no way the vehicle will move. Gears are impossible to engage, and if the driver is not aware of the brake being on it can be very confusing. Well, it happened to me - but after the test.

Running an express on the same route, I parked at the mealstop on the return journey. To cut a long story short, I suspect a child had pulled out the Brooms brake stop while I was out of the cab. It cost me an hour.

To avoid delays and perhaps expense when running vehicles with such devices, I feel it might be a good idea for a prominent sign somewhere in the cab explaining the Brooms brake.

It may sound silly, but in a failure to roll away, the Brooms brake should be the first thing looked at - but is often the last.

Once I was rolling up the M1 towards Sheffield I did not find a lot of play in the servo-assisted ZF steering. Although reasonably light, it was very positive giving me a reasonable feel for the road. But the steering did pull slightly to the nearside, drawing the conclusion it was not perfectly balanced.

Its compressed air brakes, with separate circuits for front and rear, were effective with no pulling to either side. ▶

Specification

Vehicle Type: 1982 Volvo B58/Plaxton Supreme VI - re-floored by Express Coach Repairs of Pickering and seats retrimmed by Coach Trimmers of Barnsley.

Dimensions:

Length	11,750mm.
Width	2,490mm.
Height	3,200mm.
Wheelbase	6,000mm.
Rear overhang	3,510mm.
Front overhang	2,240mm.

Weights:

Unladen weight	9,700kg.
GVW	15,695kg.

Engine:

Type	Volvo THD 100A* six-cylinder four-stroke diesel with direct injection and turbocharger.
Maximum output	250bhp @ 2,200rpm.
Maximum torque	694 lbf ft @ 1,400rpm.
Capacity	9.6 litres swept volume.

Gearbox:

Type	Wilson semi-automatic epicyclic four speed with crawler.
------	--

Gear	Ratio	Max Speed	RPM
1st	4.28	20mph	2,250
2nd	2.43	30mph	2,250
3rd	1.59	50mph	2,250
4th	1.00	70mph	2,260
Reverse	5.97		

Final Drive Ratio	Single reduction hypoid. 5.43:1.
-------------------	----------------------------------

Steering:

Type	Servo-assisted ZF Spindelhydraulenking.
Lock	4.5 turns from lock to lock.

Brakes:

Type	Compressed air brakes with separate circuits for front and rear.
Parking brake	Air brake, inverted type.
Retarder	ASD, electro-magnetic with four stage hand control on fascia.
Exhaust brake	Foot-controlled via electro-pneumatic actuation.
Safety brake	Brooms brake safety device for low air pressure.

Suspension:

Type	Air-assisted steel springs.
Front	Steel springs, 2 x air springs, 2 x double-acting hydraulic shock absorbers.
Rear	Steel springs, 4 x air springs, 2 x double-acting shock absorbers.

Axles:

Front.	4,200kg max load.
Rear	7,500kg max load.

Fuel System:

Tank Volume	180 litre (40 gallons).
Location	Installed RHS behind front axle.

Fuel Economy

Route: Nottingham - Sheffield - Howden - Bridlington - Filey - Scarborough and return (motorway stretches on M1, M18 and M62, with single carriageway trunk routes).

	Fuel Used ltrs/gals	Odometer reading	Distance km/miles	MPG
AVERAGE	131.83/29	443442.2 443942.4	500.2/310.82	10.72

◀ However, it must be said there are few hills to worry about on this Scarborough express. All the same, using a combination of the ASD multi-stage retarder and exhaust brake, the vehicle had plenty of stopping power when negotiating the numerous roundabouts en-route.

What a shame, then, that the efficient braking system was marred by excessive noise - drawing comment from passengers. As I had already discussed the matter with Skills' engineer, I had to explain the brake screech was not only an inherent fault with the machine, but was made worse by the linings being exceptionally dry due to the hot weather this year. Definitely a case for the fitment of low-noise linings.

More noise, a high-pitched whining reminiscent of fan belt scream, occurred when either the retarder was applied for any length of time or the gear was left in start mode. But noise from the mid-mounted engine was about average, although a little noisier in the higher ratios of the lower gears.

With four and a half turns from lock to lock, the vehicle was more manoeuvrable than most full-size coaches. This was noticeable when driving through the narrow streets and mini roundabouts in Filey - and a good thing to note in your 'Filey fax'. Forward and rearward visibility was fairly good.

Performance

Acceleration tests were carried out by Skills staff following the in-service road run, although their figures seem a little conservative given my impressions of performance on the road (see panel).

The vehicle always seemed to have plenty of power in hand, no matter what the road speed, and was capable of straying over the maximum limit on the motorway even when fully loaded.

Even on gradients, the Volvo pulled nicely - dropping to about 60 mph on the longest hills. The coach's THD 100A engine generated 250 bhp @ 2,200 rpm, but had a high torque of 694 lbf ft @ 1,400 rpm.

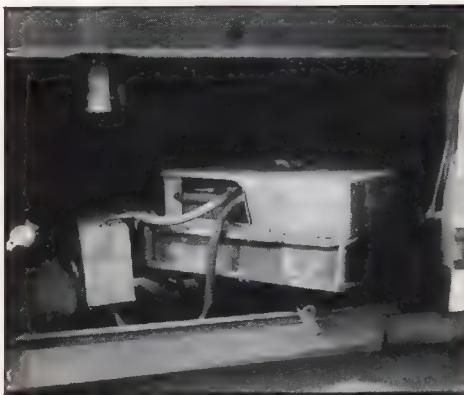
Very driveable, but Nigel Skill said the Wilson semi-automatic gearbox was not well-matched with the engine, and exchange boxes costing £1,000 were

Operator's View:

'Our Volvo B58s are magic,' said Nigel Skill, managing director of Nottingham-based Skills Motor Transport. 'It's one of the best chassis we run.'

But he did have some criticisms: 'The fan drive wears out quickly - and we only get 12 months' life from the Wilson gearbox. Really designed for the Leyland Leopard, the more powerful engine strains it. It costs about £1,000 to fit reconditioned boxes from Avon based in Wakefield, who also fit reconditioned fluid flywheels - another source of trouble.'

'Excessive power also tends to rip the prop shafts - but we have beefed them up. We got a local engineering firm to fit stronger universal joints and now they are very reliable.'



Batteries are mounted on a handy swing-out carrier, located on the vehicle's nearside on a radial arm.

needed once a year.

And the fluid flywheel, which replaces the action of a clutch on fully manual coaches, is another source of trouble. It brought me back to my days as a driver with Yorkshire Rider.

Rider kept a 'black museum' of ruined flywheels and prop shafts in its PSV driver training centre in an attempt to extract some 'vehicle sympathy' from its drivers.

Drivers were told when using semi-automatic transmissions to change to neutral when standing at bus stops, traffic queues or traffic lights. Such sympathy is said to prolong gearbox, fluid flywheel and prop shaft life.

One of the most startling results of the test was fuel economy, which over the full 311 mile return journey, came out at 10.72 mpg - not bad at all for a fully-loaded coach with semi-automatic transmission.

The trip between Nottingham, Sheffield and Yorkshire's East coast involved stretches of the M1, M18 and M62. But on leaving the M62, the A614, A163 and A166 to Bridlington - combined with the A166 coast road - represented an undulating single-carriageway cross-country section with lots of sharp bends and gear work.



Inside inspection hatches in the aisleway give access to engine, gearbox and rear differential axle.

Verdict

While not a fleet flagship, Skills' B58/Plaxton Supreme VI was equal to its 'bucket and spade' express work, although it would have worked a lot better if the excessive brake noise was absent.

Major plus points are general performance on the road, fuel economy, and the impressive standard of coach refurbishment, but as well as problems with brake howl, negative points included trouble with luggage space.

Maintenance problems include the life of gearboxes and fluid flywheels, although I feel this could possibly be improved with driver education regarding 'vehicle sympathy.'

Propellor shaft replacement is an expensive business, so hats off to Skills for attending to the problem at source. This major component is now much stronger on the fleet's B58s, with a Nottingham engineering firm fitting larger and stronger universal joints.

Bearing such caveats in mind, B58s of such vintage can be picked up on the secondhand market for between £20,000 and £25,000.

They're just the job for the more downmarket contract and private hire work. Although an investment in such vehicles would help to keep initial overheads down, it must be born in mind that Skills has an established in-house maintenance team familiar with the marque.

My advice is to be sure about such capabilities before going for this vehicle and regarding costing, also make sure variable maintenance costs are accounted for.

If this is done, I see no reason why such a machine will not help to maintain a healthy bottom line.

AT A GLANCE

Ride Quality - A little bouncy, but quite firm when loaded with holiday-makers and luggage. Passengers liked the ride.

Steering - Not much play, but pulled slightly to left hand side. Very positive, causing no anxiety, and reasonably light.

Braking - Effective, with no pulling to either side - although few hills on this Nottingham - Sheffield - Scarborough 'bucket and spade' express.

Noise - Loud brake screech in the hot weather of this in-service road test. Lots of engine noise in low ratios and fan belt whine when in 'S' start position on Wilson semi-automatic gear shift.

Luggage - Accommodation is mostly in rear boot, although limited space in side locker. No dimensions but quite a squeeze with full load of returning holiday makers. Two seats spare - was forced to store excess baggage there.

Security - There were no keys on the test coach.

Heating - Three box blowers. Front blower was pushing out warm air during the test.

Ventilation - Three lift-up roof vents. Forced air ventilation including rack blowers was on the weak side.

Lighting - Fluorescent lights in roof.

Handrails and guards - Adequate.

WHY IS THE SELLAFIELD VISITORS CENTRE SO POPULAR? HAVE FUN FINDING OUT.

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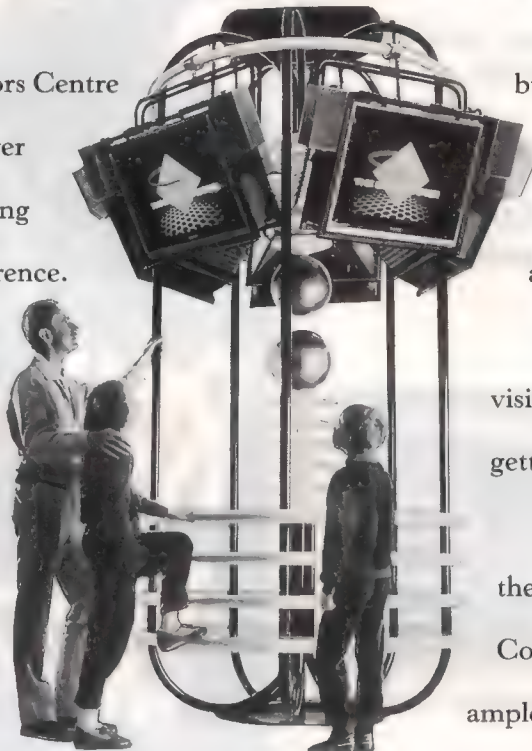
In fact, last year it attracted more visitors than any other tourist attraction in the whole of West Cumbria.

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Bus and Coach Council supports listing

COACHMART'S free and ever-growing listing of toilet drop points has been backed by the Bus and Coach Council.

The BCC sees a need for a comprehensive list of sites suitable for touring coaches to dispose of toilet waste, rather than drop it illegally into the sewerage system where it damages natural biological

processes.

Most operators, quite rightly, make a charge for this service but Rank Motorway Services offers toilet drops free at the Farthing Corner Services, Kent, because it can get its profit from the passengers aboard the coach or from the inevitable, if occasional, refuelling.

All of the coach operators listed below can also provide, at varying cost, disposal of toilet waste and in most cases can also supply the correct chemicals and toilet tissue which enable the toilet to work efficiently and without smell.

Coachmart would like to hear from any other company

which can supply toilet emptying facilities. Those already listed need not write again unless to update the current listing.

The listing is free, and will appear several times throughout the year within the magazine. It is the **ONLY** current and regularly updated list of toilet emptying points.

TOILET EMPTYING FACILITIES

DERBYSHIRE:

Boyden International Coaches, Station Road, Castle Donington, Derby, Tel:0332 850000, Fax:0332 850279. Open 0800 to 1800 mon-fri, or by arrangement. Charge: £1.50. Can supply toilet chemical and tissue.

DURHAM:

Go-Ahead Northern, Picktree Lane, Chester-le-Street, Co. Durham, Tel:091 388 2261. Open 24 hours. Charge: £15. Can supply toilet chemical and tissue.

ESSEX:

Frank Harris Coaches, Manor Road, West Thurrock, Grays, Essex (2 miles from junction 30/31, M25), Tel:0708 864911, Fax:0708 865715. Open 24 hrs. Charge £10.

HAMPSHIRE:

Priory Coaches, Quay Lane Industrial Estate, Hardway, Gosport, Hants, Tel:0705 580522, Fax: 0705 523050. Open 0800 to 1800, other times by prior arrangement only. Charge £5. Can supply chemicals and toilet tissue.

KENT:

Farthing Corner Services (M2), Rainham, Gillingham, Kent ME8 8PQ, Tel:0634 33343/44. Open 24 hrs. FREE. Also fresh drinking water and tap water.

Kentish Bus and Coach, London Road, Northfleet, Kent, Tel: 0474 333764. ALSO Central Road, Dartford, Kent, Tel:0322 76044. HQ Tel:0474 325533, Fax:0474 325073. Open 24 hrs. Charge: £7.50.

LANCASHIRE:

Abbott's Coaches, 95 - 97 Talbot Road, Blackpool, Tel:0253 20350, Fax:0253 25548. Open 0830 to 1730. Price: (phone). Can supply toilet tissue and chemicals. Blackpool Transport Services, Rigby Road, Blackpool, Tel:0253 23931, Fax:0253 752604. Open 0830 to 2230, every day.



All of the operators listed can dispose of toilet waste and most can also supply the necessary chemicals and tissue.

Charge: £5.

NEWCASTLE UPON TYNE:

Northumbria Motor Service, 6 Portland Terrace, Jesmond, Newcastle upon Tyne, Tel:091 281 1313, Fax: 091 281 4634. Open 0600 to 2359 hrs. Charge £14. Can supply toilet chemical and tissues.

OXFORDSHIRE:

Midland Red South, Canal Street, Banbury, Tel:0295 253451. Charge £25. Toilet chemical/tissue available.

Tappins Coaches, Southmead Park, Didcot, Oxford, Tel:0235 819393, Fax:0235 816464. Open 0600 to 1800 hrs. Charge: £5 (includes fresh toilet chemical and tissue).

SOUTH YORKSHIRE

Wilfreda Beehive, Apex Garage, Church Lane, Aldwick-le-Street, Doncaster DN6 7AY, Tel:0302 330330, Fax:0302 330204. Open 0700 to 1900 hrs. Charge £4, toilet wash-down £7.50. Can supply toilet chemical/tissue.

STAFFORDSHIRE

Copelands Tours Ltd, Uttoxeter Road, Meir, Stoke on Trent, Tel:0782 324466, Fax:0782 260719. Open 0800 to 1800 hrs. Charge £5. Can supply toilet chemical/tissue.

SUFFOLK

Galloways European Coachlines Ltd, Denters Hill, Mendlesham, Stowmarket IP14 5RR, Tel:0449 766323, Fax:0449 766241. Open 24 hours (by arrangement). Charge £10. Can also supply toilet chemical/tissue. Washing down available by prior arrangement (24 hrs).

WARWICKSHIRE

Midland Red South, Station Approach, Leamington Spa, Tel:0926 422462. From July 1. Charge £25. Chemical and tissue available.

Midland Red South, Newtown Road, Nuneaton, CV11 4MR, Tel:0203 348180. Charge £25. Toilet chemical/tissue available.

Midland Red South, Railway Terrace, Rugby CV21 3HS, Tel:0788 543124. Charge £25. Toilet chemical/tissue available.

Midland Red South, Avenue Farm Site, Stratford-on-Avon, Tel:0789 204183.

Charge £25. Toilet chemical/tissue available.

WEST MIDLANDS

Price International, The Coach Station, Bromsgrove, Halesowen, West Midlands, Tel:021 550 2471, Fax:021 550 2485. By prior arrangement only. Open 0700 to 1730 hrs. Charge £5. Can also supply toilet chemical/tissue.

SCOTLAND

TAYSIDE:

Tayside Buses, 44 - 48 East Dock Street, Dundee DD1 3JS, Tel:0382 201121, Fax:0382 201997. Open 24 hrs. Charge £8.

WALES

WEST GLAMORGAN:

South Wales Transport, Clarence Terrace, Swansea, Tel:0792 475116, Fax:0792 475751. Open 24 hrs. Charge: £15. Can supply toilet chemical and tissue.

GWENT:

Gwalia Coaches, Tremarl Industrial Estate, Llandudno Junction, Gwynedd, Tel:0492 596072. Open 0730 to 1800 hrs. Charge £5. Can supply toilet chemical/tissue.

Name of company:.....
Address:.....
Tel:.....**Fax:**.....
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Can also supply special toilet tissue/toilet
chemicals/.....
Send to: Toilet points, Coachmart, EMAP Response,
Wentworth House, Wentworth Street, Peterborough PE1 1DS,
or Fax: 0733 62656

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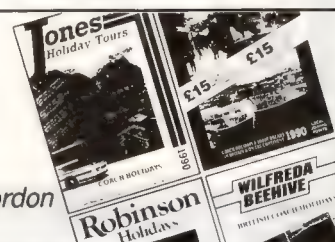
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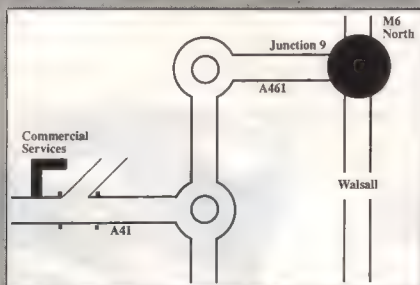
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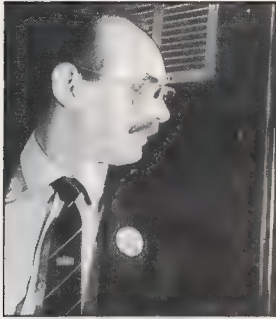
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LEGAL NEWS

■ PROPOSALS to phase out the arrangements that allow buses to be driven on ordinary driving licences have been given the go-ahead by the Department of Transport.



Experienced drivers are given concessions to enable them to still drive buses.

But there will be a concession to enable experienced drivers to claim continuing entitlement to drive these buses.

Following consultations, new roads and traffic minister Christopher Chope has also decided that:

■ The start date for the new regulations will be postponed from January 1, 1991 to April 1, 1991.

■ The definition of preserved or historic buses will be changed for driver licensing purposes to apply to vehicles made more than 30 years ago rather than those made before 1960 as originally proposed.

The so-called grandfather rights to PSV driving will continue - with certain provisos.

Experienced drivers already driving large buses will be able to continue to do so without a further test if they can prove substantial, relevant and recent driving experience and meet health and conduct requirements.

They have until March 31 1992 to claim this entitlement and it will be restricted to vehicles that are not being driven for hire or reward.

■ A CHECK on speed limiters to be included in the annual test on coaches after April next year.

Legislation currently in force requires certain coaches to fitted with speed limiters, but a check on whether they are working or not is not included in the current annual test.

The test on speed limiters will cover whether one is fitted and if its seals are intact - ie whether it has been tampered with.

The proposed test is due to come in after the period for retrospective fitting of speed limiters ends in April 1991.

Driver wins fight for cash



AN INDUSTRIAL tribunal has ruled that a driver who lost his job

following the closure of Victoria Motorways should be paid £2,767,05.

The Cardiff hearing said Mr G Jones is due the money, in redundancy pay and pay in lieu of notice, from the Secretary of State for Employment.

Mr G Jones had claimed alternatively against Mr and Mrs Henry Wesley James, Mr Fred Williams and Mr Norman Williams, trading as Victoria Motorways; Mr Glyndwr Williams, trading as Victoria Motorways; or the Secretary of State.

A further claim by Mr Jones in relation to holiday money was rejected by the tribunal.

The tribunal said Victoria Motorways was originally owned and operated by the parents-in-law of Mr Henry Wesley James.

On their deaths, the business passed to Mr and Mrs James and the nephews of the previous owners, Norman and Fred Williams and they ran the business until the end of April 1989.

Mr Jones had been employed as a driver since 1975 on contract work and continental holidays.

In the early part of 1989 the family decided to dispose of the business. Mr Glyndwr Williams, who was unknown to them, expressed an interest and after some delay he purchased the business.

It was a term of the agreement that Mr Glyndwr Williams would continue to employ Mr Jones and Mr Norman Williams. However, after some weeks Mr Norman Williams became dissatisfied with the way that the business was being run and left.

On July 4, 1989, a representative of a firm of accountants called and advised Mr Jones that Mr Glyndwr Williams was an undischarged bankrupt.

New owner was an undischarged bankrupt.

He was told that he should take his coach down to the receiver's yard and thereafter register with the Unemployment Benefits Office.

It was quite clear that Victoria Motorways had been sold as a going concern with effect from May 1, 1989.

It was a relevant transfer within the meaning of Regulation 2 of the Transfer of Undertakings (Protection of Employment) Regulations 1981. The effect of Regulation 5 of these was that the transfer did not operate as a termination of Mr Jones' contract of employment.

He was therefore not entitled to redundancy pay and other monies from the transfer on that occasion. The result was that he had continuity of employment

from August 1975 with Mr Glyndwr Williams.

Nobody was aware at the time that Mr Glyndwr Williams was an undischarged bankrupt. Mr Jones was dismissed without prior notice on July 4, when the receiver called and the business ceased. That met the test of redundancy contained in the 1978 Employment Protection (Consolidation) Act.

It was clear that Mr Jones was entitled to a redundancy payment from Mr Glyndwr Williams. However, Mr Glyndwr Williams was serving a term of imprisonment and it was unlikely that he would be in a position to pay.

The tribunal said the evidence established quite clearly that Mr Glyndwr Williams was made bankrupt in 1987. An employer was taken to be insolvent if he was adjudged bankrupt.

It followed that Mr Jones was entitled to make a claim for the payment to be made by the Secretary of State in such circumstances.

Similarly, he was entitled to make a claim for the payment of money in lieu of notice to be made by the Secretary of State.

Turning to the question of holiday pay, the tribunal said the claim related to the period between April 1 and July 4, 1989. However, that holiday pay did not accrue in the 12 months up to the relevant date, as required by the regulations, which was the date that the employer became insolvent.

Maintenance problems lead to licence cut and double decker ban



WILFREDA Luxury Coaches Ltd - trading as Wilfreda Beehive of

Doncaster - has had its licence cut from eight vehicles to six and been banned from running double deckers after suffering maintenance problems.

In addition, North Eastern traffic commissioner Mr Frederick Whalley has cut the licence duration so that it now expires at the end of September.

DTp vehicle examiner Mr Roger Page told a Leeds public inquiry that in January he inspected 20 vehicles, issuing six immediate prohibitions and

10 defect notices.

The condition of the vehicles did not tie up with the maintenance records. Maintenance was done on site. The facilities were adequate apart from the fact that the double deckers had to be inspected outside because of the height of the workshop doors.

He felt the problems

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Weekly report on law and the coach operator By Michael Jewell

◀ were caused by difficulties in recruiting suitable staff; poor communication between drivers, maintenance staff and management; and the lack of a vehicle inspector to ensure the fitters did not inspect vehicles they had worked on.

A second visit in May revealed that a new driver defect report system had been introduced, the company had purchased a headlight aligner and a rolling road brake tester, and the general manager, a Mr John Evans, had been given the responsibility of inspecting the vehicles.

Traffic examiner Mr Roger Scorer said he had checked the company's tachograph charts for the months of August and September 1989 and had been unable to establish any continuity of drivers or mileage, even when vehicles were shown to be abroad.

Tachograph examination revealed no continuity of drivers or mileage.

Many charts were missing. Despite further charts being produced at a subsequent visit, he was still not able to establish continuity.

Managing director Mr William Scholey had said the then transport manager had not been doing his job properly and he had not ensured that drivers handed in their tachograph charts. He also said the missing mileage might be due to out of scope work.

Mr Whalley said he had received a letter from the transport manager stating that he had not been involved with tachographs. That had been the job of the transport co-ordinator.

Producing a warning letter issued to drivers for tachograph infringements, which had been signed by the transport manager, Mr Barry Prior, for the company, maintained that one of his jobs had been to look after the tachograph charts.

A receipt book was now kept to make sure that all



Wilfreda Beehive: condition of vehicles failed to match up with maintenance records.

charts were handed in, said Mr Prior. Charts were also now kept in driver order rather than vehicle order and a contract had been entered into for analysis by an outside agency.

Mr Scholey said he also ran E A Hart Ltd, which had a licence for 16 vehicles, and there was a total of 29 vehicles in possession.

The height of the workshop entrance was to be increased, but the priority at the moment was the installation of the rolling road and the headlamp aligner.

The fleet had been updated and six new vehicles purchased. The fitting staff had undertaken the paint spraying of the new vehicles. With hindsight, that had been a bad decision as it put the maintenance behind.

Drivers had now been instructed to report defects in writing no matter how small they were.

After Mr Whalley had commented that some of the defects noted on inspection sheets produced had not been signed off, Mr Scholey said he could assure the commissioner that nothing was wrong. He was satisfied the vehicles were in a roadworthy condition.

Questioned about convictions for front axle, rear axle and gross overloads, Mr Scholey said they had arisen due to the construction of the vehicle concerned.

It had not been a question of carrying too many passengers. The vehicle had since been disposed of to prevent any recurrence.

Mr Whalley pointed out

that the company had failed to notify those convictions to the traffic area.

Asked why the company was operating double deckers when it had no licence authority to do so, Mr Scholey said he thought the licence had been varied.

Company operated double deckers without a licence to do so.

Mr Evans said it was a constant battle with the garage staff to get them to do the paperwork. The situation was not 100 percent but they were getting there.

Everybody was now working together and the defects found were getting

less and less.

Mr Prior pointed out that this was the first time the company had appeared at a public inquiry since its formation in 1948.

Mr Whalley said he was satisfied there had been a failure of management control and vehicles had been operated in a potentially dangerous condition.

The inspection system had fallen down, with defects being missed or not notified. Though improvements were being made, deficiencies still existed.

However, the company had clearly seen the error of its ways, and he would take action to ensure that statements of intention must be fulfilled.

He directed that there be an immediate fleet check of all the vehicles owned over the following week.

Operator urged to praise staff



TRAFFIC commissioner Mr John Mervyn Pugh has urged an operator to congratulate his drivers and fitters for helping to improve his company's maintenance system.

He made his comments after Mr Keith Brown - trading as Keith's Coaches of Merthyr Tydfil - successfully renewed his PSV licence to operate nine single deckers.

South Wales commissioner

Mr Mervyn Pugh said that maintenance problems had resulted in Mr Brown appearing at a previous public inquiry in September 1989, when the duration of his licence was cut so that it expired at the end of December.

Since last September, Mr Brown's vehicles had collected one delayed prohibition for an excessive oil leak and that was a prohibition the commissioner was not really bothered about as excessive oil

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TELEPHONE: 0533 730421

Weekly report on law and the coach operator By Michael Jewell

leakage was more of a problem for Mr Brown. It could have caused a danger in that it was leaking on to the roadway, but he did not regard it too seriously.

Mr Brown said he had completely changed the engine of the vehicle concerned and was now operating the maintenance system that had been recommended to him at the previous public inquiry.

It was not as hard to bring a vehicle up to scratch now and they were now finding two or three defects instead of 20 or 30.

His drivers were obeying instructions to report defects as they knew that they would get the sack otherwise. He was reducing the authorisation on the licence as he had lost four buses due to vandalism.

His greatest problem was vandalism by school children. There had been an instance of a coach parked in a school yard when the children had

written on its side with a nail.

When he complained to the headmaster, he was asked what he expected if he parked the coach there. Children had smashed every window in a coach at the beginning of May.

He was currently operating eight vehicles and he would like to have a spare. They had moved to a new establishment with new garage facilities since the previous public inquiry.

Mr Mervyn Pugh said he would like Mr Brown to write a letter to his drivers and fitters, saying that the traffic commissioner congratulated them on the way they were operating the system and as a result he had now got a full five year licence.

In granting the licence, Mr Mervyn Pugh commented that the recent tragic accident in France had made the public more safety conscious and it should also make operators more safety conscious.

Misuse of PSV costs woman operator £250



MRS PHYLLIS Woodend has been ordered to pay £250 in fines and costs for failing to display a PSV licence disc and driving a public service vehicle when unqualified to do so.

Mr John Heaton, prosecuting for the North Western traffic area, told Manchester magistrates that a 14 seater minibus driven by Mrs Woodend, was seen to drop off three passengers by traffic examiners carrying out a check at Manchester Airport in April.

No PSV licence identity disc was being displayed and Mrs Woodend - trading as Uiswick Airport Services - admitted that she was not the holder of a PSV driving licence.

In a letter to the court pleading guilty to both offences, Mrs Woodend said the PSV laws were very complicated. She had thought that a public service vehicle was one that picked up fare paying passengers on the highway.

In this case the passengers had not paid any fares as she was working for a travel agent. Consequently, she had not thought that she needed to display a PSV licence identity disc.

She had taken the 14 seater to do the job as it was the only vehicle filled with sufficient fuel. There had been a power strike at the time which prevented her from filling up the smaller vehicles. No qualified PSV driver had been available.

Mrs Woodend was fined £150 for driving the minibus when not the holder of a PSV driving licence and £50 for failing to display a PSV licence identity disc. She was also ordered to pay £50 towards the costs of the prosecution.

2nd SENSATIONAL YEAR !

'Andrew Lloyd Webber dares and comes up with another winner'

Jack Tinker Daily Mail

'This loveliest of musicals is a great night for love and lovers'

Clive Barnes New York Post

Aspects of Love

Prince of Wales Theatre

Coventry Street, London W1

Box Office: 071- 839 5972

Credit Cards: 'FIRST CALL' 071-836 3464 (24hrs/7 days + Bkg Fee) 'TICKETMASTER' 071-379 6131 (24hrs/7 days + Bkg Fee)

GROUP BOOKINGS

Theatre Box Office: 071-839 5972 or Group Sales: 071- 930 6123

No tipping here, please

A HOTEL chain has stepped up its campaign against tipping.

Hidden Hotels - which operates six hotels throughout the country - now actively discourages tipping 'except in circumstances of exceptional service.'

Mel Taylor, group managing director, says she is against the practices in some hotels where staff 'hover in anticipation', give loose bar change in a saucer expecting some to be left, or leave the bottom line on a credit card slip uncompleted.

She says: 'Such tactics are putting moral pressure on clients and are wrong for an industry which is, after all, basically charging in the first place for the service being given.'

To back up its stance, Hidden Hotels is now offering a £5 per person reduction on a weekend break to compensate any guest who has suffered 'pressure-tipping' in other hotels.

Hidden Hotels runs Ansty Hall, near Coventry; Miskin Manor, near Cardiff; Brandshatch Place, Kent; Nutfield Priory, near Redhill, Surrey; Beechfield House, near Bath and the Town House, Glasgow.

Ring 0737 822072 for more information.

Take a trip to the Emerald Isle

COACH operators are being offered off-season trips to Ireland.

Independent Coach Travel has organised four comprehensive itineraries with lead in prices of £45 for a party weekend in Dublin.

ICT is also offering operators full marketing support which includes printing 200 personalised leaflets with the company's name and logo free of charge.

ICT sales and marketing director Stephen Moore said: 'Coach operators are continually looking for new ideas outside of the main

tourist season.

'Ireland fits the bill as it is establishing itself as one of the fastest growing locations and is eager to provide full entertainment programmes and assistance with local visits and excursions.'

'Get Over To Ireland' tours promise top quality hotels and full entertainment programmes and are available between October 1, 1990 and March 31, 1991 (excluding Festival and Bank Holidays).

More information is available on 071 538 4627.

Coach parties are welcome

THE Ellenbank Hotel in Cumbria is looking to expand its coach party trade.

The country house hotel is on the shores of the beautiful Solway Coast and is close to the Lake District, Carlisle and the Scottish borders.

It has just extended its facilities and now has 26 bedrooms plus conference suites and function rooms.

It can cater for coaches wishing to stop for a coffee/toilet stop or on a mystery tour or week's holiday based on the hotel.

You can contact it on 0900 815233.

Enjoy a right royal day out

THE Princess of Wales will next Wednesday (September 12) open the first International Covent Garden Festival at London's Theatre Museum and its first event, the exhibition 'Slap! - A celebration of stage make-up.'

The exhibition reveals the dressing-room make-up secrets of generations of performers from David Garrick to David Bowie.

Slap - the nickname actors give their make-up - is the first comprehensive

exhibition in the history and craft of stage make-up.

From the early days of sometimes poisonous powders to grease-paint, pancake and now body liquid, make-up has played an integral part in creating stage performances in pantomime, opera, musicals, ballet and drama.

The attraction will be open every day, except Mondays, from 1100 to 1900 and groups of 15 or more are welcome by prior arrangement and will enjoy a discount on the

admission charge (£1.50 per person instead of £2.50).

Dressing room settings will reveal make-up hints from stars such as Dame Edna Everage, Toyah and Boy George.

Visitors to the exhibition can even try out some of the different make-ups, and demonstrations and talks by consultant Rosemarie Swinfield can be arranged for groups.

Ring 071 735 9940 for more information.

Plymouth Dome wins a tourism 'Oscar'

PLYMOUTH Dome has won the British Tourism Authority's Special Award.

The Dome was the only southern attraction to gain the accolade - recognised as the 'Oscars' of the tourism industry.

It comprises displays reflecting Plymouth's history and includes sections on Elizabethan life, adventure on the high seas and the city's links with famous seafarers and great luxury liners.

The Dome has only been open for 16 months, but has already attracted 250,000 visitors.

To celebrate its latest award, Plymouth Mayor Jack Finnigan led the re-enactment of the time-honoured tradition of 'splicing the mainbrace'



Mayor of Plymouth Jack Finnigan (left) and civic officials toast the Dome with traditional Pusser's rum.

with guests enjoying a genuine tot of Pusser's rum served from a traditional tub using original measures.

Mr Finnigan said: 'We are

tremendously proud to have received this great award from the British Tourist Authority. It is the most prestigious we have received to date, and

recognises the commitment the city council and its staff have shown in this world-class attraction.'

Ring The Dome on 0752 603300.

Droves go through Dover

COACH transport using the Port of Dover went up by three percent in the first seven months this year compared to the corresponding period in 1989.

More than 74,400 coaches used the port, helping to swell the total number of passengers to 8,865,649 this year - up by more than 3.5 percent.

COACHES WELCOME



DEVON

NEWQUAY MINERVA HOTEL

Family run hotel yards from beach and town. TV all rooms, tea making facs, central heating, most en suite, 6 nights entertainment, licensed bar.

BBEM from £80 per week

Tel. 0637 873439

(12878/HO)

SKEGNESS

CHATSWORTH



0754 4177

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NORTH
PARADE
SKEGNESS
LINCS.
PE25 2UB

The Raynor family offers a very warm welcome to coach parties. All rooms have radios, intercoms, colour TV's central heating, continental quilts, tea/coffee making facilities. Coach operators call us to discuss special rates. 22 rooms, 15 ensuite

Available 15th Oct four days and 22nd-29th October

One lingers with pleasure and leaves with regret.

(7091/HO/91)

DEVON

DELMAR HOTEL

242 Queens Promenade, Bispham, Blackpool FY2 9HA
Tel. (0253) 51327 Reception (0253) 51920 Residents

Located in a select position overlooking the cliffs and Irish Sea. Easy access to trams, buses and Blackpool's many attractions.

Colour TV, tea making facilities all rooms, en suite available. Ample parking for coach. Lift, sun lounge, cosy bar with free and easy nights, bingo, dancing and singing to Ken on the organ.

WEEKEND AND MID-WEEK MINI BREAKS

NOW TAKING 1991 BOOKINGS

OPEN ALL YEAR

(12373/HO)

CORNWALL

Hotel Corniche

21 Mount Wise, Newquay, Cornwall TR7 2BQ

Licensed hotel, 5 minutes from town, beaches and all amenities. 14 rooms all have colour TVs and tea making facilities, some en suite. Central heated, lounge bar and pool table. Excellent home cooking.

Ample parking, children welcome. Early/late season.

SPECIAL RATES FOR GROUP BOOKINGS.
PARTIES OVER 18 - DRIVER FREE

AVAILABLE DATES AS FOLLOWS OCT/NOVEMBER

For Brochure (0637) 876618

(12937/HO)

WELLINGTON HOUSE HOTEL

**20/22 COOP STREET
BLACKPOOL
(1 minute from Central Pier)
(0253) 28070**

This friendly hotel offers 26 bedrooms (some en suite). Colour TV, tea/coffee making facilities in all rooms.

Bring your party to our party. Entertainment nightly. Late late bar. Excellent menu. Fancy dress with prizes.

WINTER WEEKENDS

November and December

Pre-Christmas Gala

Inclusive 7 course candlelit dinner and disco/cabaret. **£32.00 inclusive** Friday-Saturday

Taking bookings for Christmas and New Year

(Sorry - Illuminations fully booked)

COACH ORGANISER STAYS FREE!

(11394/HO)



EASTBOURNE

THE BEVERLEY HOTEL

14-22 Burlington Place, Eastbourne BN21 7AR
Telephone: Reception 0323 642749

We are offering pre-Christmas breaks at two thirds of the normal price from £156.00 to £110.00 per week but still offering the full Christmas package.

Our November breaks we are offering at £99.00 per head.

DATES AVAILABLE: Nov, Dec, Jan, Feb, March 1991. All 1990 prices.

FACILITIES

- ★ Lift to all floors ★ 50 bedrooms ★ 32 with private facilities ★
- ★ All rooms colour TV ★ D.D. Telephone ★ Central heating throughout ★
- ★ Licensed with two bars ★ Ballroom with entertainment ★
- ★ Night Porter ★ Fire Certificate ★ Special rates early and late season ★
- ★ Ideal for conference delegates ★ Open for Christmas ★
- ★ Family Owned ★ New Dining Room ★

(13606/HO)

GARDEN CENTRE



(SHREWSBURY BY-PASS) A5

CHRYSANTHEMUM SHOW

Sat Sept 15th 1-6pm, Sun Sept 16th 10am-6pm

Walk through colourful houseplant displays. Browse through Cane Furniture, Garden Wear and Gift Shop.

Hot and cold light refreshments.

Book TODAY - COACHES ESPECIALLY WELCOME

REFRESHMENTS FREE to Coach Driver

FREE LARGE CAR PARK - TEL: 0743 51497

Oteley Road, Shrewsbury SY2 6QW

(13605/CW)

Coachmart CLASSIFIED MARKETPLACE

TELEPHONE 0733 898111 FAX 0733 62656

RATES

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TRADE SALES - Contact Sally Wright. **PRODUCTS & SERVICES** - Contact Andy Tomblin. Display: £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.

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COACHES WELCOME, MEALSTOPS, FEATURES - Contact Iris Rootham. Display: £11 per single column centimetre. Series discounts available. Please phone for details.

Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

BARGAIN BUSES

BARGAIN BUS

FREIGHT ROVER DORMOBILE

20 seater plus 2 standees, D reg, is painted all white, PSV, tested August 1991, very good condition, bargain.

£5,900

Tel. Devon 08055 203

(12358/BB)

BARGAIN BUS

16 AND 20 SEAT FREIGHT ROVER MINIBUSES

1986/1988, full stage specifications, tested and taxed, power door, good condition, ready to go.

£6,500 upwards

Tel: 0404 46354 eves and weekends 0404 891411 Devon

BARGAIN BUS

COACHMART No 1 IN THE INDUSTRY

BARGAIN BUS

NORTHERN IRELAND 1977

FORD PLAXTON

PA system, etc.
Genuine bargain,
very reliable motor.

Tel. 06937 73136
after 6pm

(12926/BB)

AEC

1977 AEC RELIANCE 760 PLAXTON SUPREME IV

52 seats, taxed and tested, good condition.

£6,500 + VAT ono

1978 T REG AEC 760

53 seats, semi auto, power door, tested until January 1990 and taxed, good condition.

£6,000 + VAT ono

Tel: Grange-over-Sands
05395 32623 or 0539 534794

(12973/AEC)

AEC COACH

51 reclining seats, one owner from new, excellent condition.

£3,000 + VAT ono

Ring for details

(0733) 810556

(13611/AEC)

AEC, 1979,

MoT February 1991.
Well maintained,
good clean condition.

Tel: Stoke on Trent
(0782)
512209/512235

1978 AEC 760 PLAXTON SUPREME

Good condition, 53 seats. Mk IV front, private plate, excellent buy at

£5,000

Tel. 0203 680666

(12889/AEC)

AEC 760 DUPLÉ 1979

53 seater, 11 metre, semi-auto, power doors, MoT June 1991, driver's interior screen and pay door, if required.

£8,500

Tel. 061 624 8975

(12765/AEC)

ALLCO PASSENGER VEHICLES

SPECIAL OFFER

One only AEC 760 Horizontals
Can be heard running

Ring us first
(0895) 674422 or
081 866 8900

Mobile: (0836)
529555/241379



(13616/AEC)

BEDFORD

BEDFORD 1978,
MoT August 1991,
53 seater

Bedford 1973, MoT
June 1991, 53 seater

Bedford 1973, MoT
May 1991, 45 seater

*All well maintained,
good clean condition.*

Tel: Stoke on Trent
(0782) 512209/512235

(11704/BE)

FOR SALE DUE TO FLEET UPDATE

1974 DOMINANT I, 53
seater, MoT April
1991 **£3,000**

1978 DOMINANT II, 53
seater, new MoT **£7,000**

1981 DOMINANT IV,
Turbo, 53 seater, MoT
December 1990 **£10,500**

**OPEN TO REASONABLE
OFFERS.**

MERCURY COACHES
0202 394283/579592

(12796/BE)

35 SEATER BEDFORD YMQS. 1982
Dominant II, new MoT. **Tel. Williams**
Coaches, Brecon 0874 2223 or 611534
evenings and **0874 730289.** (12972/BE)

PJK 1976, 29 seats, new engine, clutch
and brake system, white, very good
condition throughout, tested till June
1991. **£3,800 + VAT ono. Tel. 0329**
234839. (12953/BE)

1981 BEDFORD YMT PLAXTON, 53 seater, MoT 17/12/90.
£9,750.

1977 BEDFORD YMT PLAXTON, 53 seater, MoT 5/91.
£4,750.

1979 BEDFORD YLQ PLAXTON, 45 seater, choice of 2: 1 -
MoT 10/91 and 2 - MoT 11/91. **£5,500 each.**

1985 FORD TRANSIT **SOLD** **water, diesel with override, MoT**
4/91. **£4,250.**

21/22 SEATER MERCEDES taken in part exchange against
any one of the above up to £10,000 in value with cash
adjustment.

All plus VAT. Full inspection facilities available.

Telephone (0494) 441976 or
(0628) 483756 after hours

(11727/BE)

BEDFORD

**1979 BEDFORD
53 SEATER
COACH DUPE**

MoT April 1990.

£7,500 ono

Tel.

**Kingdom's Tours Ltd,
Tiverton, Devon
0884 252373**

(12775/BE)

1975 PLAXTON YRT53 seat, MoT until May 1991,
good condition.**£2,500 + VAT ono****1974 PLAXTON
YRQ**45 seats, MoT until Dec 1990,
vgc.**£2,200 ono****Tel. 0278 683280**

(12739/BE)

**45 SEATER BEDFORD
PLAXTON 466**Power door, new 12 months
MoT, Bristol dome, very good
condition.**£2,500 ono****1973 53 SEATER BEDFORD
PLAXTON 500**Blue Series engine, Express
power door, new 12 months
MoT, with Telma, very good
condition.**£3,000 ono****Tel. (0942) 884844
for further details**

(12854/BE)

**1979 OCTOBER
PJK**29 seater, very good
condition, new tyres etc,
tested till June 1991.**£6,200 ono****Tel. 0742 442467**

(12901/BE)

**1977
BEDFORD
PLAXTON 500**

53 seats, MoT Jan '91.

**£4,000 + VAT ono
Tel. (0203) 392655
or (0203) 381686.**

(12787/BE)

**1977
BEDFORD YMT
PLAXTON SUPREME**53 seats, tested until
March 1991, personalised
number plate, power door.**£3,950**

Telephone: 0524 701213

(12921/BE)

**1977
PLAXTON PJK**29 seater, very good
condition, MoT November
1990, new front tyres,
owner driver.**£4,000 ono**Telephone: 0922 685246
West Midlands

(12855/BE)

**1983
TURBO DUPE
DOMINANT IV**53 seater, ZF gearbox, 6 speed,
express doors, Telma, tinted double
glazed windows, immaculate
condition inside and out, one full
year's MoT, taxed.**£19,000 ono + VAT**

Tel: 0642 482720 or 0642 476436

(12956/BE)

**1980 BEDFORD
YMT
SUPREME IV**53 seater, Paramount front
and rear, excellent all
round condition, tested till
May 1991.**£8,000 + VAT ono**Tel. 0925 221792 or
0925 226334

(12764/BE)

**FOR SALE
BEDFORD YMP**10 mtr, 1985, Plaxton
Paramount bodywork fitted
with 38 reclining seats, Telma
retarder, fitted to high spec.**Armchair Passenger
Transport****Tel. 081 568 8227**

(12948/BE)

**1974 YRT PLAXTON
ELITE 53**Power door, side locker,
radio/PA, S/S discs,
MoT Jan 91, taxed
December, clean and
tidy. Sale due to update**£2,500 + VAT****SORRY, NO OFFERS****Leathers Maiden**

Tel. Bradley

(09853) 339

(12757/BE)

**RELUCTANT SALE
1950 BEDFORD O/B**PSV, MoT till May 91,
excellent condition
throughout, all original
equipment, sliding roof, fitted
roof quarter lights, won many
awards.**£9,000 + VAT ono****May take part
exchange minibus****Tel. 0704 895150**

(12969/BE)

**SMITHS COACHES
OF TRING**

have an excellent

**BEDFORD/PLAXTON
YMP**35 seater for sale, registered
August 1982, tested April 1991.**£16,950 + VAT**Telephone: Geoff Smith on
044 2823163

(12941/BE)

**1979 V YLQ DOMINANT II, 45 seater,
MoT June 1991. £6,000. Tel: Walsall
0922 28625 or 23281.**

(12971/BE)

**BEDFORD YMT
1979 PLAXTON
SUPREME IV**53 seats, recent engine
overhaul, clutch and brake.
New trim June to seats, roof
and sides. New tyres all
round. Very good condition,
MoT June 1991. First to see
will buy. No time wasters.**£9,000 ono****Tel. (0922) 31590**

(12872/BE)

**1977
BEDFORD
DOMINANT II**53 seater,
very clean condition,
MoT May 1991**£5,500 ono + VAT****Tel: 0753 820 212**

(12841/BE)

**BEDFORD YRQ
DUPE DOMINANT
1974**45 seats, tested and taxed to
March 1991. Recent retrim,
engine rebuilt, plus other
parts fitted. In regular daily
use, ideal contract vehicle.**£2,750 + VAT ono***P/X 16 seater considered**Cash either way***Tel. (0420) 22670**

(13614/BE)

**1976
BEDFORD YMT**53 seats, MoT June 1991, clean tidy
machine, very reliable
contract motor.**£4,000**

Telephone: 0203 680666

(12887/BE)

**1984 YNT ZF DUPE
LASER EXPRESS**11mtr, 53 seats, side lockers, radio/pa,
gangway armrests, driver's fan, owned
by us from new, superb vehicle, speed
limiter fitted and calibrated, MoT March
1991, must sell before new vehicle
arrives. **£25,500 + VAT.****Tel. 081 890 6394**

(12742/BE)

**1982 X REG
LEYLAND TIGER
218**Semi-auto gearbox, Plaxton
Supreme VI express, 57 seats,
MoT Feb '91, radio, pa,
cassette, power door, blue
and maroon, mustard
moquette, Bristol dome.**£24,000 + VAT ono****Tel. 0734 713257**

(11800/BE)

BEDFORD

**1982 BEDFORD
YNT**

12 metre, Duple Dominant IV, 57 seats, power door, tinted windows, good condition, new engine June '89.

£14,500 + VAT

Tel. 0704 821245
(13609/BE)

DAF

**Y REGISTERED DAF
ALFA MB200**

53 recliners, curtains, radio, PA, very clean reliable vehicle, owned by us from new.

£20,000 + VAT.

**Would consider
cheap part-exchange**

**Tel: (0977)
791738/792106**
(12379)

FORD

**1980 V REG FORD/PLAXTON,
CHOICE OF TWO.**

R1014 with Supreme IV recliners, curtains, Eberspacher, MoT November 1990.

R1114 with Supreme IV, 45 reclining seats, MoT April 1991.

Both vehicles maintained from new. Full service history.

£6,500 ono + VAT each

WESTBUS (UK) LTD
Tel. (0233) 636001
(12305/FO)

BRISTOL

**WANTED
BRISTOL
WANTED**

One or two Bristol RELH6L/ECW, 49 seat dual purpose (not coach shell) bodies. Leyland engine preferred.

**Tel. Sheffield
(0909) 562618**
(12905/BR)

DENNIS

**1980
DENNIS D/D**

78 seater, new MoT.

£7,000 ono

**Tel.
Kingdom's Tours Ltd,
Tiverton, Devon
0884 252373**
(12769/DENNIS)

S REG

**FORD R1114 PLAXTON
SUPREME
MARK IV FRONT**

Side lockers, power door, radio, taxed 6 months, MoT November 1991.

£5,000 + VAT

Tel: 0984 833177
(12943/FO)

1979

**FORD 53 SEATER
PLAXTON COACH**

MoT February 1991.

£5,750 ono

**Telephone:
KINGHAMS TOURS LTD,
Tiverton, Devon.
0884 252373**
(12785/FO)

FORD

1973 BRISTOL RE, Eastern coachwork, semi-automatic, 48 seats, Leyland 680 engine.

1973 BRISTOL RE, Eastern coachwork, semi-automatic, 47 coach seats, Gardner 180 engine.

Both fitted with tachograph.
MoT and taxed.

Genuine reason for sale,
owner retiring.

£2,500 + VAT ono each

Any trial/anytime

Tel. (0269) 823309 (S Wales)
(12833/BR)

LEYLAND

**COACHES
FOR SALE**

N. Ireland operator.
1974 LEYLAND LEOPARD, 53 seater, 680 engine, Dominant body, semi-auto. **£7,800.**

Also **LEYLAND LEOPARD**, 49 seater, 680 engine, Dominant body, semi-auto. **£10,200.**

*Both vehicles in
excellent condition.*

Telephone: 0693 838663
(12853/LE)

**COACHMART
No 1 IN THE
INDUSTRY****COACHMART
SUBSCRIPTION
STILL ONLY
£45**

BOVA

**1981 BOVA
EUROPA £26,000**

**1983 BOVA
EUROPA £28,000**

Each with 53 reclining seats, in good condition and both with current MoTs. Will exchange for older vehicle.

**Tel. 02406 4346
Buckinghamshire**
(12780/BO)

1984

**FORD R1115
SERVICE BUS**

33 seater, Wadham Stringer Vanguard body, tested to June 1991, 6000cc engine, coach seats, air doors, colour cream, straight body.

£13,500 + VAT

Telephone: 0274 497218
(13610/FO)

JONCKHEERE

**1985
JONCKHEERE
P599 SCANIA
K112**

51 seats, full executive, all usual Jonckheere extras, very good condition.

First to see will buy

£52,500 + VAT ono

**Tel. Phillip Groom
071-638 5700/0293 565588**
(11717/JO)

**LANCASTER CITY
TRANSPORT****FOR SALE WITH
REGISTRATION
PLATES**

**ANA 2T 1978 PSU5 LEOPARD
DUPLÉ**, 52 seater coach, test 29.10.90. Available now

.....**£10,600**
**ANA 1T 1978 PSU5 LEOPARD
DUPLÉ**, 57 seater coach, test 12.12.90. Available end of September.....**£11,950**

**Haysham Road Bus Depot,
Morecambe LA3 1DD
Tel. (0524) 424555**
(12870/LE)

LEYLAND

**1982
LEYLAND
TIGER
PLAXTON**

Viewmaster, 51 reclining moquette seats, fitted carpet, side lockers, wheeltrim, etc. Excellent condition throughout. Ex-Fishwicks of Leyland. 2 owners only from new.

POA

Part exchange Volvo B10M, cash either way. Must be clean.

For further details please tel:
Malc Rigby (0704) 895150

(12968/LE)

**1986 LEYLAND
TIGER CUB**

Optare, 33 seater bus,
4 speed, manual gearbox,
new MoT.

£10,950 + VAT ono

Tel. 091 389 0494
day or 091 388 5475
evenings

(13612/LEY)

NEOPLAN

**SKYLINER
MERCEDES V10**

1986, 73 seats, new clutch,
MoT April 1991, seven
video screens, all video
equipment new, toilet,
servery, all usual Neoplan
fittings.

Part Exchange Considered

£75,000 + VAT

Telephone: 0692 670159

(12912/NE)

MCW

**MCW
METRO-RIDER
COACH**

28 seats plus courier, first
registered April 1990, all usual
refinements including very
large boot, change in business
direction forces sale.

£34,950 + VAT

(£12,000 saving on new price)

Tel. 0785 760666

(12770/MCW)

SCANIA

**SCANIA
BERKHOFF
K112**

CAG gearbox, 76 seats
plus 2 courier seats, 1986,
toilet, fridge, hot and cold
water, double glazed, low
mileage, vehicle owned
from new, excellent
condition throughout.

£75,000

Ask for Colin or Roy Ebdon

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**A REG
MERCEDES**

21 seater, very good
condition, taxed/tested,
Bristol Dome, repainted in
white with red stripe, new
tyres.

Maintained to a very
high standard.

OFFERS

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NOVEMBER 1986 D REG

**SCANIA K92CR
EAST LANCs BODY**

51 seats, 24 standees, 4-speed,
automatic gearbox with retarder,
Webasto heating.

£40,000 + VAT

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0777 860360

Contact: MR P.C. KETTLEWELL

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1974 SEDDON, 57 seats, tested Dec
1990, good condition seats require
attention, very little used. Also 1971
YRQ for parts, good engine box. Tel:
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**SEDDON PENNING VII
PLAXTON SUPREME III
EXPRESS**

First licenced 1978
49 seats, reconditioned
Gardner 6HLXB engine,
new clutch, brakes
recently relined,
tested to 05/91

£6,500 ono + VAT

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1984 12 METRE
LEYLAND TIGER**

248 Plaxton Paramount 3500
bodywork, 49 reclining seats, fitted
with Telma retarder, cherished
number plates. Sutrak air
conditioning, toilet, video, drinks
machine, first class condition.
ARMCHAIR PASSENGER TRANSPORT.

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LEOPARD DUPE**

48 recliners, toilet, hot drinks,
servery, TV/video, radio, PA,
cassette, curtains, carpet, PP,
excellent condition, MoT May '91,
taxed.

£15,750

Consider exchange heavyweight,
53/57 seater

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DUPE DOMINANT II**

Leopard 680 semi auto,
nice condition, Telma, MoT.

£9,500

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57 seat, good condition,
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Must go this week.
Possible finance available

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LEYLAND NATIONALS
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Dual doors, well maintained, single
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Leopard coach, **£4,000**

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10MTR, very clean and
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215 HD, 42/49 seats with full JLD galley and Pullman. Tables, if required, hot oven, 240v micro, TV, etc. Superb all round condition. Probably the smartest Setras in the UK. Executive contract loss forces sale.

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1986 SCANIA CITY BUS. Low step, Webasto, underfloor luggage. 47 seating, 22 standing, MoT March 1991. £48,000 ono. Tel: 0789 764401.

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STILL ONLY
£45**

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1988, only 113,000 miles with one driver on private hirework only. This must be the best available. It is as new.

49/53 reclining seats, full spec, toilet, 2 TV/video, hot drinks, fridge, bunk, double glazing, Telma, Webasto, polished alloy wheels, test to March 1991, 13-17 mpg, 100 gallon fuel tank. Must sell - new vehicle arrived.

£73,500 NO OFFERS

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**DAF MB200
DKFL VAN
HOOL ALIZEE**

1983 (private plate), 49 recliners, toilet, video, coffee machine, cool box, driver's bunk, Continental door, MoT until April 1991.

£35,000 + VAT

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Private plate, 60 seats, full spec, servery, 6 video screens, good condition.

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1980, full view front Panoramics Fiat Iveco, diesel, 5 speed, 23 seats, left hand drive, fully furnished, excellent condition.

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**1981 B58 VOLVO
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49 seats, toilet, wired for TV and video, coffee machine, tested.

£23,000 + VAT

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720907

(11713/VO)

1977

**VOLVO B58
DOMINANT I**

ZF gearbox, 51 reclining seats, courier seat, power door, MoT and licence.

Tel: 087 251 0511

(12899/VO)

**1975 B58 PLAXTON
12 METRE
53 SEATER**

- ★ Speed limiter ★ Fridge
- ★ Boiler ★ Full draw curtains ★ Wheel trims
- ★ Bristol dome
- ★ VG moquette
- ★ Test to 29/3/91.

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Paramount 3500.

Executive specification, taxed 1 year and tested 6 months.

£46,000

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VOLVO B10MT PLAXTON
4000RS**

67 reclining seats, toilet, double glazed, fridge, Klix drinks dispenser, TV/video, full draw curtains and blinds, carpeted. Telma retarder, reconditioned engine fitted, 12 months MoT, immaculate condition.

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GEOFF FLIGHT**

(12894/VO)



**X REG, B58
DOMINANT IV**

Air overleaf suspension, Telmar, power door, tinted double glazed, 53 E type seats, recent retrim, curtains, radio P/A, MoT June 1991.

£21,000 or very near offer

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(12857/VO)



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**1986 (D REG) VOLVO B10M VAN
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200 gallon tank, speed limiter, driver's bunk, 49 reclining seats, courier seat, driver's bunk, toilet, drinks dispenser, curtains, wired for TV/video, MoT April 1991. Ideal for carrying extra weight on shopping trips/shuttles. Excellent all round long haul coach.

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**1980 VOLVO B58 PLAXTON
SUPREME**, semi auto, 48 seater
exec, rear toilet, drinks
machine, wired for TV/video,
recon gearbox and fluid flu
wheel fitted this year. Private
plate, MoT March 1991.
£19,500 + VAT.

**1977 VOLVO B58 PLAXTON
SUPREME**, 57 seater, recon
engine, new ZF gearbox and
steering box, centre floor and
retrim last year. MoT May 1991.
£13,500 + VAT.

Tel: 081 845 6979 daytime
081 845 4243 nights

(12865/VO)

VOLVO B10M

Highfloor coach, 50
recliners, beautiful
condition, in white, first to
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Possible finance available.

£25,995 ono

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**1980
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53 seats, Telma, tinted
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March '91.

£18,000 ono + VAT
Photo available

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(0203) 381686

(12788/VO)

**NOV '80 VOLVO
B58 DOMINANT**

53 seats, Telma, radio/PA,
double glazing, red interior,
MoT to May '91, bodywork
good, running gear sound, air
suspension.

£21,500 + VAT

**MAY '80 VOLVO
B58 VAN HOOL**

52 seats, blue interior, MoT to
Nov '90, body and running
gear good, air suspension.

£23,000 + VAT

TEL: (0252) 624404

(12387/VO)

**VOLVO B58
VAN HOOL**

50 recliners, test until
February 1991.

£14,500 + VAT ono

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(11733/VO)

1988 VOLVO B10M PLAXTON 3500,
Executive, toilet, drinks machine,
bunk. **£73,500 ono.** **1984 B10M PLAX-**
TON 3500, video, Telma, toilet,
Webasto, double glazing. **£50,000 ono.**
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1973 VOLVO PLAXTON
53 seater. MoT March '91.
Reconditioned 5 speed
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Transportable telephone
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Private plates, MoT February 1991,
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Private plates, 49 recliners plus courier seat,
central sunken toilet, radio/pa, wired for
TV/video and drinks disp. MoT Feb '91,
choice of two.

£22,000 ono

Finance arranged
Subject to status

Dodds

Coaches Ltd

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(11709/VO)



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6-speed, ZF, retrimmed 49
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MoT WC, coffee machine,
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Telma. Repainted in two
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Part Exchange Welcome

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DOMINANT I**

ZF gearbox, 51 reclining
seats, courier seat, power
door, MoT plus licence.

Tel.

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(11753/VO)

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16/20 removable seats on wheelchair
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high top, diesel, Eberspacher
heater..... **£17,500 + VAT**NEW FORD TRANSIT, 14 seater,
petrol, H/B seats..... **£12,000 + VAT**D REG LEYLAND SHERPA, 16
seater plus 5 standees, power
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school bus, extremely reliable. **£1,000**
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PULL ONE LEFT!
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BUSES1988, up to 22 seats, 25 miles
per gallon, good condition, in
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 Iveco Ford 49/10 Automatic 25 + 7 First reg. March/April '89.
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LEYLAND

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12 TO 35 SEATS

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 1983 Tiger 245 Paramount 3200, 53, express, vgc, MoT£28,500
 1983 Tiger 245 Paramount 3200 Exec, vgc, MoT '91£29,000
 1982 Volvo B58 Dominant IV 12 Metre, 53 reclining seats, P/D, MoT£23,500
 1982 Leopards, S/A, ECW, long MoTs, nice condition£11,750
 1981 Leopard, S/A, Willowbrook 003, long MoT, tidy£8,000
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 1979 Bedford YMT Plaxton, 53, vgc, new MoT£7,500
 1975/6/7 LEYLAND LEOPARD, S/A, PLAXTON SUPREME, power door, various MoTFrom £5,500

P/X considered, finance available at very competitive rates,
 existing HP settled (subject to status).
 Short and long term hiring available. (10305/UN)

Telephone 0203 490669
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ENFIELD COACH SALES LTD

E REG, 1988 VAN HOOL ALIZEE. Full exec, Cummins rear engine and 6 speed gearbox fitted, very economical on fuel, very clean and good mechanically. Must be seen and driven. £74,500.

1978 LEYLAND LEOPARD PLAXTON. Supreme Mark IV front, 53 seater, power door, radio/PA, full year's MoT, vgc. £10,750.

A REG SPECIAL AIRPORT BUS. Very clean and model, number RQ90, crest Ford Turbo 360 engine fitted. Allison auto gearbox, centre operated air doors, 36 seating and standing. Must be seen at this price. £5,750.

All vehicles subject to VAT.

HP arranged and leasing P/X considered.

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Blackport Merphis radio cassette and stereo with BQ B80 amplifier. Cost £750 will accept £395.

2 x Plaxton tables. £85 the pair. Toilet with unit with all fittings. P.O.A.

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(11729/UN)

COACHES FOR SALE**Fleet Rationalisation**

- 1990 VOLVO B10M PLAXTON 3500, 49 seat Executive £85,000
 1990 VOLVO B10M PLAXTON 3500, 53 seat recliner£80,000
 1989 SCANIA K92 VAN HOOL ALIZEE, 55 seat recliner £75,000
 1988 SCANIA K112 PLAXTON 3500, 49 seat Executive, choice of 2£70,000
 1987 SCANIA K112 PLAXTON 3500, 48 seat Executive £65,000
 1986 SCANIA K112 PLAXTON 3200, low driver, 53 recliner£50,000
 1985 TIGER 245 PLAXTON 3500, 48 seat Executive, choice of 2£42,950
 1984 DAF LAG GALAXY, 49 recliner with toilet/drinks....£30,000

Also 3 BEDFORDS – Ideal contracts – offers

To view contact

BRIAN JONES
MD PARAMOUNT LEISURE LTD

Tel. (0782) 286321

(12861/UN)

**ROADLEASE
FINANCE**

Has available for outright purchase,
 lease or rental, the following returned vehicles
 at very attractive prices.

1988 LEYLAND TIGER PLAXTON PARAMOUNT 3500, MoT Jan '91, only one left.

1988 LEYLAND TIGER PLAXTON PARAMOUNT 3200, MoT June '91, choice of 4.

1988 SCANIA K112 PLAXTON PARAMOUNT 3500, MoT Feb '91, only one left.

1986 VOLVO B10MGL PLAXTON PARAMOUNT 3500, MoT Oct '90, choice of two.

1988 VOLVO B10MDL PLAXTON PARAMOUNT 3200, MoT June '91, choice of two.

1987 VOLVO B10MGL IKARUS 358 BLUE DANUBE, MoT Oct '90, choice of two.

TEL. FRASER INNES ON

(0909) 551166

FOR MORE DETAILS

(12880/UN)

WOMBWELL DIESELS COMPANY LTD

PASSENGER VEHICLE SALES DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

1976 VOLVO Ailsas, Alexandra body, 79 seats, single door, power steering, turbo engine.

1977 BRISTOL VRT SL3, Gardner 180 engine, power steered, low bridge, choice of 5.

1972 LEYLAND ATLANTIAN, 680 engine, Alexandra body, choice of 1. Cheap to clear.

1980 BEDFORD VMT PLAXTON, supreme Fc **SOLD** tested Jan '91, 53 seats.

1979 BEDFORD VMT PLAXTON, Supreme l' **SOLD** tested Feb '91, 53 seats, power door.

1973 DAIMLER FLEETLINE, 150 Gardner engine, dual door, test October, cheap to clear.

1973 LEYLAND NATIONAL, 10.3mtr, single door, test March 1991.

1974 LEYLAND NATIONAL, 11mtr, test Oct 1990.

1972 BRISTOL RE, ECW body, Leyland 680 engine.

ARRIVING SHORTLY – Leyland Nationals and Bristol LH.

All tested.

1976 LEYLAND NATIONALS, Choice of two, test 20/11/90 and 29/10/90.

NEW ARRIVALS

Leyland Nationals, Leyland Atlanteans, all tested.

COLLECTORS' ITEMS

1968 BRISTOL RE, Gardner engine, ECW coach body, reg no LDV 467F. **ROUTE MASTER** plus some RT spares.

WANTED

Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.

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Large selection spares including:

Bristol VRT, Bristol RE, Volvo Ailsas, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares.

TELEPHONE 0226 752086

**Evenings 0977 642443 (Chris),
0226 284187 (Paul) or Mobile 0836 363223**

**Wombwell Diesels Company Ltd
Station Villa, Park Hill Road, Wombwell, Nr Barnsley**

(12976/UN)

Classicoach P.T.V.

OFFERS...

- 1956 BRISTOL LD/E.C.W.** 2-cab double decker. Rear loader. Gardner engine, 6 brand new tyres. Needs seating hence only£1,675 ono
- 1963 A.E.C. REGENT V. LANCS CLASSIC**, half-cab, rear platform, double decker. Excellent for year. Ideal promotions, vintage tours, etc.£2,700 ovno
- 1964 DENNIS LOLINE/ALEXANDER**. Half cab, double decker, front entry, rare combination, partially restored, many spares included. Available with original valuable cherished registration number. A collector's gem at£2,350 ono
- 1966 LEYLAND LEOPARD MARSHALL SERVICE SALOON**. 53 seater. Good condition. Must be cheap at£1,125 ono
- 1974 SEDDON/DUPLE DOMINANT I**. Short test. Ideal contracts, schools motor, etc., snip at£1,125
- 1975 RARE SEDDON MIDI COACH**. 29 seater. Perkins engine, power door. Very clean bus. Engine needs attention, hence steal at....£1,100 or offer
- 1976 METRO-SCANIA/M.C.W. METROPOLITAN**. Double decker, dual doors. Tested October. Nice order. Sacrifice at mere£1,775
- 1977 BEDFORD/VAN HOOL LUXURY COACH**. Very straight in every way. Tested. Defective engine.....£1,585 ono

Many others available. Stock constantly changing. Part exchange welcome, as is any inspection on any of above. Wide range of quality spares available. Dismantling most types of body and chassis. Vehicles wanted for cash, any condition, collected anywhere! Top prices offered.

Please ring us last for best offer. Remember – we won't waste your time or ours with a silly offer. Tenders invited. No quantity too large, none too small – we can handle them all!

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12884

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MERCEDES BENZ

709 Auto – 25 seater Beaver Bus POA
709 Manual – 25 seat Beaver Bus £29,264 Nett
811 Auto – 33 seat Beaver Bus £35,032 Nett
811 Manual – 33 seat Beaver Bus POA

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49.10 Manual – 25 seat Beaver Bus from £27,579 Nett

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S56 Auto – 25 seat Beaver Bus from £27,646 Nett

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Swift – 41 seat + 14 standee
Harrier Bus with Allison
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Special Price – £41,889 Nett.



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0860 828696

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BRIDGE STREET, PILSLEY,
CHESTERFIELD, DERBYSHIRE

(11763/UN)

Due to loss of contracts, the following vehicles must be sold:

- AEC 760 1978 Duple**, 53 seats, Dominant II, MoT Feb 1991, new seats.....£7,500
- AEC 760 1980 Duple**, 53 seats, Dominant II, MoT Jan 1991, semi-auto.....£10,750
- BEDFORD YMT 1977 (S Reg) Van Hool**, 49 seats, MoT Feb 1991£4,000
- BEDFORD PJK 1977 (S Reg) Duple**, 29 seats, MoT Sept 1991.....£3,500
- BEDFORD YLQ 1976 (R Reg) Plaxton**, 45 seats, MoT Oct 1991.....£3,750
- BEDFORD YLQ 1976 Duple**, 45 seats, MoT June 1991£3,500
- DAIMLER/GARDNER FLEETLINE J-M Reg**, choice, good MoT, 76 seats, single doorfrom £3,250
- FREIGHT ROVER 1986/7 D Reg**, 16 seats, choice of two, MoT July '91/Dec '90, reconditioned engines.....£6,250
- FORD 1979 DOMINANT II**, 53 seats, MoT June 1991£5,750
- LEYLAND LEOPARD 1973 ALEXANDER**, 49 seats, MoT Oct 1991£2,750
- LEYLAND ATLANTIAN 1973**, 76 seats, single door, MoT Sept 1991£3,250
- LEYLAND PD2 1968**, MoT Oct 1991.....£2,250

All subject to VAT.

All well maintained and in tidy condition.

Davies Bros Pencader

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(12873/UN)

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**MOORDALE
COACHES**

(Proudmutual Group)

**1 1976 BEDFORD YMT PLAXTON
SUPREME**, 53 coach seats, MoT
November 1990, **£3,000****1 1977 BEDFORD YMT PLAXTON
SUPREME**, 53 coach seats, MoT
April 1991, **£4,500****2 1977 BEDFORD YLQ PLAXTON
SUPREME**, Exp 45 coach seats,
MoT January-February 1991,
£4,500 each**1 1977 LEYLAND LEOPARD DUPE
DOMINANT**, Exp 53 coach seats,
MoT October 1990, **£6,000****4 1977 LEYLAND LEOPARD DUPE
DOMINANT**, Exp (1) 49 coach
seats, (3) 49 service seats, MoT
August/September 1991,
£7,000 each**3 1985 BEDFORD YNV 500 TURBO
DUPE LAZERS**, 57 coach seats,
MoT February-March-April 1991,
£26,000 each**Contact Les Dunn on
091 281 1313 to view**

(12864/UN)

**STREETS
COACHWAYS
OFFER****1983 DAF MB200 DKTL**
53 reclining seats, radio/pa,
power door, **£34,950****1979 AEC 760 PLAXTON**
51 reclining seats, new test,
£12,950**1978 BEDFORD**
29 seater, Plaxton, new test,
£6,950Consider 16 or 21 seater in
part exchangeThe above maintained to our
usual high standard but are
surplus to current
requirements**Tel. 0271 74057 for
further details**

(13608/UN)

1976 PJK, 29 STR DUPE RECON, 5
speed box, cyl head, good condition,
MoT April. **£3,850. 1985 C TRANSIT
DORMOBILE**, 16 STR, white, unlet-
tered, 21,000 miles only, as new.
£6,000. Tel: 0237 441 233. (12928/UN)**FILERS TRAVEL
OFFERS FOR SALE****1978 FORD DOMINANT I**, 53 seats, MoT Nov '90.....**£3,000****1974 FORD WILLOWBROOK**, Service Bus, 49 seats, MoT Nov
'90.....**£1,500****1979 DENNIS DOMINATOR**, Double Deck, 74 seats, MoT Nov
'90.....**£8,000****1978 FORD DOMINANT II**, 53 seats, MoT Oct '90.....**£3,500****1978 FORD DOMINANT II**, 53 seats, MoT June '91.....**£3,500****1974 BEDFORD DOMINANT I**, 53 seats, MoT April '91.....**£1,000***All vehicles subject to VAT***Please tel. Ilfracombe (0271) 863819**

(12891/UN)

1976 DAIMLER FLEETLINE

With Northern Counties. 77 seat bodies.

1974 LEYLAND AN68

With East Lincs, 77 seat bodies.

Both buses have current PSV certificate and are in current service.

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(12845/UN)

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12 to 57 seaters

DUPE 340, 1986 D REG DAF MB23053 recliners, sunken toilet, video, coffee machine, washroom, driver's bunk, burglar
alarm, 1 driver since new, new MoT..... **£55,000****PLAXTON MK5 DAF MB200**57 seats, 1983 Y Reg, owned by us since new, excellent condition.....**£26,000****VAN HOOL ACRON DAF 1983 Y REG**49 recliners, video, toilet, hot water boiler.....**£35,000****PLAXTON LEOPARD 1976, 680 SEMI AUTO**57 seats, A Reg, Plate Paramount back and front, £9,000 spent on this vehicle, new MoT.....**£10,500****PLAXTON LEOPARD 680 MK4 1979 T REG**57 seats, matching moquette to centre roof, excellent condition.....**£16,500****DUPE DOMINANT II**Bedford 1979, smart vehicle, 53 seats.....**£6,500****FORD PLAXTON 1977 MK4 FRONT**53 seats, MoT Feb 1991, private plate extra if req.....**£3,500****BEDFORD DUPE DOMI 1974**Excellent condition, 53 seats.....**£2,600****IVECO DAILY 14 SEATER LUXURY COACH 1985**New MoT.....**£6,500****HIRE PURCHASE TERMS OR LEASING AVAILABLE****DOUBLE DECKER WANTED FOR CASH - ALSO 25 SEATER****Part exchange considered on the above vehicles**

(12975/UN)

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET,
GLASGOW

**All Mercedes 2 years
warranty or 200,000
kilometres**

NEW MERCEDES #140, 33 lux, power swivel door, large boot, full spec, in stock.
MERCEDES #140, 33, armrests, Man door, stock.
NEW MERCEDES #111, 33 + 6, manual or auto.
NEW MERCEDES #111, 29 coach spec, 14 days.
NEW MERCEDES 709, m or auto, 25 + 10 standees.
NEW MERCEDES #111, 29 + 13 standees, auto.
NEW MERCEDES 709, 29 + standees, stock.
NEW MERCEDES 6090, 26 seats, large boot, stock.
NEW MERCEDES 6090, 24 coach seats, power door.
NEW TRANSIT 20, power door, power steering, air suspension, stock.
NEW TRANSIT 16, high roof, diesel, coach seats.
NEW TRANSIT 16, diesel, 5-speed, side door, stock.
NEW TRANSIT, 15 seats, 5-speed, diesel/petrol, stock.
NEW TRANSIT 15, diesel, automatic, stock.
NEW TRANSIT 14, diesel, 5-speed, luxury, stock.
NEW TRANSIT 16, diesel, power door, coach seats + 5 standees, luxury or service spec, stock.
NEW TRANSIT 20, power door, plus 3 standees, diesel, 5-speed, choice coach or service seats, stock.
NEW DAF 400, 16 PSV, UF, tail lift, stock.
NEW DAF 400, diesel, 16 PSV, hib spec, stock.
NEW TALBOT 12, PSV, diesel, 5-speed, stock.
NEW TALBOT 14, wheelchair ramp, diesel, 3 weeks.
NEW MERCEDES 7090, 27 + w/chair lift, 3 weeks.
NEW MERCEDES 900, 18 seats or 4 w/chairs and lift.
NEW MERCEDES 300, high roof, 12 and 14 seats, stock.
NEW MERCEDES 400, luxury, 15 and 16 seats, stock.

ALL OPEN TO REASONABLE OFFERS

89 MERCEDES #111, 33 coach seat Alexander.
89 MERCEDES 600, power door, 24 coach spec.
89 G TRANSIT, 14 PSV, low mileage.
89 G TRANSIT 16, power door, coach spec.
89 SHERPA, 16 seats, diesel, low mileage.
89 MERCEDES 507, 16 PSV coach seats, £14,500.
89 VW OPTARE, 21 seat coach, spec, low mileage, new test, £20,000.
89 TOYOTA OPTIMO, 19 seat, low mileage, £22,000.
89 MERCEDES, 25 power door, coach seats, 19,000.
89 TALBOT, 14 PSV diesel, high back, 10,500.
89 FREIGHT ROVER, PSV diesel, 16 coach seats.
89 TRANSIT DIESEL, 14 high back PSV.
87 E MERCEDES #111 TURBO, 27 coach seats.
86 OPTARE CUB, auto, 33 power door + standees.
86 D TRANSIT DIESEL, 12, PSV, new shape.
86 BEDFORD MID1, 15 seat, petrol, low mileage.
86 DATSUN DIESEL, crew bus, high roof, low mileage.
86 IVECO CAETANO, 24, air door, tested.
85 TALBOT 12, PSV, petrol.
84 DAF JONCKHEERE MB200, exec, 49+ video.
84 VAN HOOL ASTROM, 60 seats, full spec.
84 MERCEDES, 12, PSV, high roof.
84 B TRANSIT DIESEL, 15 seats, non PSV.
83 TRANSIT, 16, petrol, high back, PSV, £1,500.
83 VOLVO BERKHOF EXEC, full spec, new test.
83 DODGE REEBUR, diesel, auto, PSV, 17 seats.
83 LEYLAND CUB, 21 seats, power door.
83 MERCEDES 500, 19 seats, boot, PSV.
82 TRANSIT 12, LWB, PSV, petrol, o/d.
82 MERCEDES, 19, boot, tested.
81 DAF 2000 EXEC, 48 + TV, Alpha, new test.
81 VOLVO DUPLI II, 53 large seats.
81 PLAXTON DAF, integral, 52 recliners.
80 W BEDFORD DUPLI II, 53 retrimmed seats.
79 FORD DUPLI II, 35 seats, tested.
79 BEDFORD PLAXTON, 53, tested.
78 FORD PLAXTON, 53, new test.
76 BRISTOL, 43, express doors, testing.
76 BEDFORD SPACE CAR, 49 recliners, no test.
75 BEDFORD, 29, no test, offers.
75 FORD, 45, seat, Plaxton, new test.
75 VOLVO, 57 seats, Duple, 5-speed.
75 DAHLER FLEETLINE DD, Gardner, 76 seats.
75 LEYLAND DUPLI, 53, S/A, tested.

**WANTED FOR CASH.
MINIBUSES & MIDIBUSES.
ALL MAKES & SIZES.
IMMEDIATE HP SETTLEMENT.**

**Tel. 041 221 3165 or
041 639 6107 Eves
OPEN 7 DAYS**

(11190/UN)



ERRINGTONS

NEW TOYOTA CAETANO OPTIMO GL, 21 seats & courier and table, white with red striped interior, immediate delivery, from stock, last few before price increase.

NEW FORD TRANSIT DIESEL 5-SPEED DEANS GATE PSV, 14 high back moquette seats, white, immediate delivery.

1988 RENAULT MASTER DIESEL, 15 seats, side door, full soft trim and racks, MoT 1991, immaculate condition. £11,950

1984 BEDFORD YNT TURBO, ZF 6 speed, Duple Laser, (51), power door, radio/PA, side locker, with new MoT July 1991, very clean.

1979 FORD R1114 DUPLI DOMINANT II, (53), re-upholstered, MoT May '91, all white. £7,000

1978 (T) FORD PLAXTON SUPREME, (53), re-upholstered, very clean, power door and radio, MoT Oct '90.

1978 BEDFORD YMT PLAXTON SUPREME EXPRESS, (53), power doors, MoT July 1991. £5,950

1977 BEDFORD YMT PLAXTON SUPREME, (53), MoT November, engine requires attention.

Evington, Leicester LE5 6DQ. Tel: (0533) 730421

(11332/UN)

BUYING A NEW VEHICLE? Do you need it repainting? Whatever you do, don't miss Mick Utley's advert in Repairs and Recovery Section. (12836/UN)

1981 EXECUTIVE VOLVO JONCKHEERE, 49 seater, WC, continental door, drinks machine, video, radio/PA, driver's bunk, curtains, carpet, long MoT £30,000

1982 EXECUTIVE MAN SR 290 HIGHLINER, 47 seats, WC, power continental door, drinks, fridge, radio, video, d/glazed, Webasto, bunk etc, long MoT £31,000

1982 EXECUTIVE MERCEDES JONCKHEERE, 49 seater, WC, cont door, drinks, fridge, bunk, radio, video, carpet etc, long MoT £31,000

1985 DAF BOVA CALYPSO, 49 recliners, cont door, curtain, radio/PA etc, long MoT £39,000

1973 VOLVO PLAXTON, 49 seater, p/door, side lockers, radio etc, long MoT £5,500

Tel. (0837) 810257/810597

PA considered

(11791/UN)

1986 DAF MB200 DKFL LAG GAL-AXY, 53 reclining seats and courier, MoT January 1991, tax December 1990, TV/video, coffee machine, demountable toilet, negotiable extras, bargain price **£46,000 + VAT**

1984 VOLVO B10M DUPLI CARIBBEAN, 49 reclining seats and courier, full exec with ferry lift, MoT January 1991, bargain price **£38,000 + VAT**

1982 BEDFORD YNT PLAXTON SUPREME VI, 53 new seats and interior trim, new engine fitted 18 months, taxed January 1991, MoT February 1991 **£14,000 + VAT**

1981 BEDFORD YNT PLAXTON SUPREME VI, registration number TRY 6X, 42 reclining seats, WC and servery, MoT November 1990, non runner, needs engine, hence price **£6,800 + VAT**

1975 BEDFORD YRQ PLAXTON PANORAMA ELITE III, 45 seats, MoT November 1990 **£1,500 + VAT**

Tel. (0480) 62329

(12824/UN)

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London Buslines Engineering

**Special breakdown vehicle
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**24-HOURS EMERGENCY RECOVERY
COMPLETE REPAIR SERVICE**

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NUNEATON COACHES

OFFER FOR SALE

1985 Setra double
decker **£65,000**
1985 Duple 425,
55-seater **£62,000**
1984 LAG Panoramic,
49-seater **£50,000**
1983 Man Acron,
49-seater **£42,500**
1983 Van Hool Astromega,
77-seater **£40,000**

All the above vehicles are white and equipped with toilet, TV, reclining seats, hot water boilers and are available immediately.

**Contact
Haydn Dawkins
0203 325682
any time**

(12929/UN)

AD

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(0836) 345304**

STAR BUY

1984 12 SEATER MERCEDES, high roof, long wheel base **£5,500 ono**
1977 AEC DOMINANT II, 57 seats, MoT June 1991, very tidy vehicle. **£7,500 ono**

WANTED

**for cash your
surplus vehicles**
P/X welcome. Many other vehicles available. Finance from 5% subject to status.

(12898/UN)

**SENIOR PARTNER
RETIREMENT FORCES THE
REGRETTABLE SALE OF THE
FOLLOWING VEHICLES.**

1984 (A) DAF MB200DKL (11.6 MID ENGINE), Duple Caribbean, 49 seats, rear sunken toilet, continental door, radio cassette and PA, wired for TV and video, underfloor lockers, driver's bunk, double glazed, curtains. **£37,500.**

1981 (PRIVATE PLATE) VOLVO B10M VAN HOOL ALIZEE, 49 seat, centre sunken toilet, continental door, radio cassette and PA, TV and video underfloor lockers, driver's bunk, water boiler, Telma, auto gearbox, exceptional condition. **£32,500.**

1979 (PRIVATE PLATE) VOLVO B58 DUPLI DOM11, 12 metre, 6 speed ZF, 53 seats, tinted windows, recliners, radio cassette and PA. **£17,000.**

**TEL: TAUNTON COACHES
Days 0823 333534
Evenings 0823 257443**

(12844/UN)

UNCLASSIFIED

**1979 FORD
PLAXTON
SUPREME IV**

53 seats, MoT Feb '91. £6,500

**1980 BEDFORD
DOMINANT II**

53 seats, MoT Jan '91. £8,500

**1978 BEDFORD
DOMINANT II**53 seats, MoT March '91.
£6,500**1976 BEDFORD
PLAXTON
SUPREME**

53 seats, MoT April '91. £4,250

**1975 BEDFORD
DOMINANT NJM**

41 seats, MoT June '91. £2,500

*Would consider exchange
for smaller coach on
any of the above.**All vehicles subject to VAT.
All vehicles have been first
class maintained and are in
very good condition.***Tel. Great
Yarmouth
(0493) 720312**

(12499/UN)

**COSY
TOURS
LTD**Have for disposal working
and for immediate use due to
new vehicles arriving,
the following vehicles.**1981 VOLVO B58 DUPLÉ,**
brand new engine just fitted,
test applied for.....~~£22,500~~
£22,000**1980 BEDFORD DUPLÉ, 53**
seater~~£10,500~~ **£9,500****1978 BEDFORD PLAXTON, 53**
seater**£6,500****1978 BEDFORD VAN HOOL,**
53 seater, 13 months
MoT**£6,500****1978 FORD PLAXTON, 53**
seater~~£4,750~~ **£2,750****1977 BEDFORD DUPLÉ, 53**
seater~~£5,000~~ **£3,750****1975 BEDFORD DUPLÉ, 45**
seater~~£2,250~~ **£2,000****1974 DUPLÉ, 53 seater** ~~£2,750~~
£2,000All prices plus VAT,
all tested and taxed,
all round mechanically
excellent.

Open to offers

Tel. 081 974 2834

(12885/UN)

2 X 1976 LEYLAND LEOPARDS, Supreme bodied, power
steering, s/auto, Webasto heating, tested **£5,250 each****3 X 1978 LEYLAND LEOPARDS,** Supreme bodied, power
steering, s/auto, Webasto heating, tested **£7,000 each****1 X 1973 BRISTOL RE,** ECW coach body, private plate,
tested.**1 X 1973 BRISTOL RE,** ECW Service bus, 50 seats,
tested.**JOE SYKES OF BARNESLEY
TEL. (0226) 725702**

(12950/UN)

**WEST DURHAM
COACH SALES****1977 53 SEAT FORD,** new MoT, radio,
PA **£3,500****MERCEDES 609, 1987,** 18 seat, radio, PA,
MoT April 1991 **£18,500****OPTIMO GL, 1986,** 19 recliners, radio, PA,
MoT to May 1991 **£21,000**

CALL IAN TREVIS or JOHN WEST on

(0388) 811848

(12977/UN)

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QUALITY SELECTION**Our new secondhand coaches are prepared, as only we know how, to give
you the utmost satisfaction. Savour the flavour of the following samples
then call us to chat about how we can best suit your tastes.**TAKE YOUR PICK****1982 S 215 Setra** - 53 seat with normal expected high standard of fitments.
Choice of 2. **1 SOLD****1986 DAF/Plaxton 3500** - 50 recliners, long COF.**1986 Volvo B10M/Caetano Algarve** - 49/53 seats, full executive
specification including air conditioning.**1987 Mercedes/Plaxton 3500** - 51 seats, fully fitted executive coach,
all necessary fitments.**1988 (E reg) Leyland Tiger 290 Jonckheere Jubilee P90** - Full
executive specification including air conditioning. Choice of 2.**1988 LAG Panoramic** - Full executive specification, new COF.**1988 DAF/Duple 340** - Executive model, 53 seats, all other necessary
fitments.**1988 SETRA S 215 HRI** - 49/53 seats, full fitments to executive
specifications. Choice of 2. **1 UNDER OFFER****1988 MERCEDES 811D WHITTAKER** - 19 seat, high specification
mini coach.Year of registration does not denote
year of manufacture.
Finance facilities available subject to status.**BRAND NEW CHOICE**SETRA S 210 H and S 215 HRI. *Limited availability so hurry!***...AND THERE'S MORE**

A choice of some older vehicles to include:

Volvo, Ford, Leyland, Bristol. *A real hot pot of choice.***DIRECT LINES**Harry Kell 0932 843685
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(Northern Area Manager)**RING 0522 500115****Kässbohrer**

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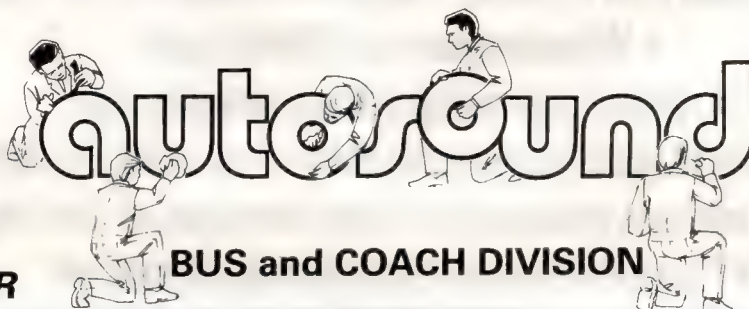
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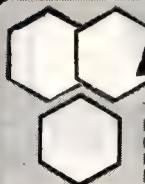
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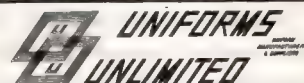
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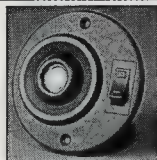
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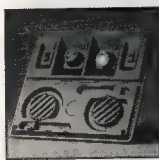
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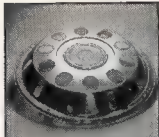
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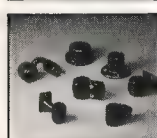
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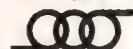
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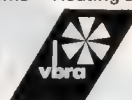
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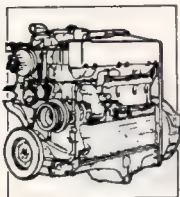
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company with 2,800
square feet garage space
and usual offices,
extensive parking, much
sought after rural location,
together with large
detached, modern house
and landscaped gardens.

**Tel. (0335) 70249
(Derbyshire)**

(12843/BS)

BUSINESS OPPORTUNITIES**BUSINESS FOR SALE****AUSTRIA**

Professional Austrian incoming tour operator in popular lakeside resort, is looking for a reliable British coach tour operator to establish a weekly programme to Austria for Summer 1991.

Resort/company offers: low rates in all categories of accommodation, many interesting excursions, activity/adventure holidays, excellent representation with central reception offices.

Ideal resort for all types of clients.

Please contact Box No. 12457, Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

(12457/BO)

**SOUTH DEVON COACH BUSINESS
FOR SALE**

Long established thriving coach and bus business. 18 international licences and vehicles. School contracts, bus services, private hire work and executive continental work.

**Box No. 12838, Coachmart,
Wentworth House, Wentworth Street,
Peterborough PE1 1DS**

(12838/BS)

BUSINESS FOR SALE

**NORTH EAST SCOTLAND
COACH BUSINESS
FOR SALE**

Long established, thriving Coach & Bus Business, in beautiful area of Scotland, 10 licences and vehicles, large garage premises with yard and forecourt.
Schools/service and private hire work.
Large residence close to garage premises.

**BOX No. 13603
COACHMART
WENTWORTH HOUSE,
WENTWORTH STREET,
PETERBOROUGH PE1 1DS**

(13603/BS)

**MERSEYSIDE COACH BUSINESS
FOR SALE**

13 vehicles, with variety of work including express, schools contracts, private hire. Fully equipped workshop and yard together with Office and Shop.

**Apply Box Number 12839, Coachmart Classified,
Wentworth House, Wentworth Street,
Peterborough, Cambs PE1 1DS**

(12839/BS)

**ADVENTURE EXPRESS
A CLEARWATER BASED COMPANY
EST IN 1982**

The company has three American Highline coaches (3 axles) with under floor luggage, comfort, toilet and 47 seats.

1 European coach (Neoplan Cityliner) with 53 seats.

Three American citytype buses (2 axles), two passengers to a seat (52 seats) one with 44 seats.

All vehicles have air conditioning.

The company leases offices for \$1,000 monthly but sublets office space to an equal amount giving the company, in effect, rent free accommodation.

There is sufficient space in the yard for 18 coaches. The business caters to schools, cruise liners, private hire, hotels, sports venues, etc.

Turnover end of July 1990 \$223,297

Year end run rate \$382,796

1991 expected earnings of \$500,000

Charter operation \$245,000 including all assets

Contact Andre Hobson

Tel. 0101 813 462 9777

(12826/BS)

TENDERS

**NORFOLK COUNTY
COUNCIL
HIGHWAYS DEPARTMENT**

The results of Tenders for local bus services throughout Norfolk, advertised in the first half of 1990, will be available for inspection at County Libraries, Norfolk Bus Information Centre, Guildhall Hill, Norwich, and County Hall, Martineau Lane, Norwich during normal office hours throughout the month of October, 1990.

**J Ramsden, C Eng, M.I.C.E.,
County Surveyor**

(12933/TE)

COACH INSURANCE

**COBRA INSURANCE SERVICES LTD
(Specialists to the Bus & Coach Industry)**

Are you starting a new venture or simply looking for an alternative quotation? Then contact us for friendly and efficient advice.

We can tailor a complete package to suit your needs at the most competitive rates on the market without any hidden costs.

We also have an exclusive scheme for Taxis & Private Hire Car Operators.

Instalments schemes available. Free uninsured loss claim recovery service. Immediate cover.

Call us 0440 708482/705548

(9874/CI)

**PUBLIC AND PRIVATE
HIRE INSURANCE**

Contact the EXPERTS for quotations on all types of vehicles, ie cars, coaches and minibuses.

Competitive premiums with no hidden extras.

UK and continental extensions available for fleet and single operators.

Insurances effected with leading insurers and experienced claims staff to support you.

Our friendly staff await your calls.

Please contact

REASON & CO LTD

**Marlowe House,
Station Road, Sidcup,
Kent DA15 7ET.
Tel. 081 300 7720**

(12326/CI)

COACH INSURANCE**W**rightsure Insurance Services**S**

PSV INSURANCE SPECIALISTS
EXCLUSIVE FACILITIES ALSO AVAILABLE FOR

Drivers Medical/Repatriation Expenses
Employers/Public Liability
Loss of Use Cover
Passengers/Drivers Effects
Legal Expenses

**INSTALMENT FACILITIES
AVAILABLE**

Please contact Chris Curson, 27 Booker Avenue, Liverpool L18 4QY

Tel: 051 724 2266 Fax: 051 724 6427

Ron Powell, 62 Maidstone Road, Grays, Essex RM17 6NF

Tel. (0375) 378371 Fax: (0375) 390087

Riona Molloy, 5 Dixon Street, Glasgow, Scotland G1 4AL

Tel: 041 221 6775 Fax: 041 221 1528

(9949/C1)

**COACH
INSURANCE**

Fleet and single
vehicle operators,
Continental extensions

CONTACT:

**LAWRIE INSURANCE
CONSULTANTS LTD,**

7 Cray Buildings,
Footscray High Street,
Sidcup,

Kent DA14 5HL

Tel: 081 302

7521 7522

(33314/C1/66)

BUSINESS WANTED**DO YOU OWN
A SMALL
COACH
COMPANY?**

Do you want to sell?
I would like to buy.

Contact
Box Number 12830,
Coachmart,
Wentworth House,
Wentworth Street,
Peterborough PE1 1DS

(12830/BA)

To reserve your space
call
0733 898111

FINANCE**HANSAR
FINANCE LTD**

- ★ Finance Available New or Used Vehicles
- ★ Flexible Periods and Deposits
- ★ Fast Decisions
- ★ Credit Lines Arranged
- ★ Lease, Hire Purchase, Lease Purchase
- ★ Excellent Rates

**FOR QUOTATION OR INDEPENDENT
ADVICE CONTACT TERRY CROSS**

*061 483 2113 evenings and weekends 061 442 0534
or RON TELFORD evenings and weekends 0625 872742*

(Written details available on request)

0733 898111

CLASSIFIED
MARKETPLACE

0733 898111

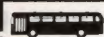
SELL YOUR VEHICLE FAST IN COACHMART!*The no.1 for bus & coach sales!***3 WAYS TO SELL IT FAST****1.****STANDARD
POSITION***Is like this!***FORD**

1982 R1114 DUPLX MK IV, curtains,
side lockers, Telma, twin tanks, radio,
pa, cassette, double glazed, very good
condition, MOT April 1991 £14,000
Tel: 0733 898111

SELL YOUR VEHICLE
FOR ONLY
50p PER WORD!

FROM £12.50 + VAT

Minimum 25 words
Tel: 0733 898111

2.**BARGAIN BUS****BARGAIN BUS**

BEDFORD 466
Plaxton body, MOT and
taxed reduced for
quick sale.
£4,000

*Is like this!***MAKE YOUR VEHICLE A
BARGAIN BUY!**

ONLY £25.00 + VAT (Maximum
TEL: 0733 898111 25 words)

3.**PICTURE COACH***Is like this!*

DISPLAY YOUR
VEHICLE PLUS UP
TO 30 WORDS!
ONLY £55.00 + VAT
Tel: 0733 898111

THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!

1. Choose your advertisement style (please tick)

A STANDARD POSITION

minimum 25 words

☐ x 50p = £ ☐
No of words + VAT

B BARGAIN BUS

☐ x £25 = £ ☐
No of weeks + VAT

C PICTURE COACH

☐ x £55 = £ ☐ -
No of weeks + VAT

D BOX NUMBER

☐ x £8 = £ ☐
No of weeks + VAT

2. What is the best classification for your advertisement? _____

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS

4. Your Name

Company Name

Address

Postcode

Tel:

5. I enclose a cheque/postal order for £ _____

Payable to Coachmart, or please debit my Acces/Visa card

No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Send to: Coachmart Classified, Wentworth House,
Wentworth Street, Peterborough PE1 1DS

OR TEL: 0733 898111



Redbridge

VALUE FOR MONEY WHILE MAINTAINING HIGH STANDARDS OF ENGINEERING

- Capacity List:
- 80 Engines per month
 - 120 Semi Auto Transmissions per month
 - 80 Diffs/Axles per month
 - 40 Manual Transmissions per month

- Almost 1 million pounds of stock & core units at our 2 warehouses
- Ex stock availability
- Emphasis on quality
- Lifetime warranty on differentials (Except VR Series)
- Excellent after sales service
- All engines dynamometer tested
- Minimum 12 months warranty
- Full machine shop facilities
- We welcome factory visits

**OUR PRICES REMAIN COMPETITIVE BY HIGH EFFICIENCY & PRODUCTIVITY.
NOT REDUCTION IN QUALITY**

NORTHERN AREA	0924 369946	West Yorkshire
SOUTHERN AREA	081 561 7566	Heathrow

LEYLAND
CUMMINS
VOLVO
DAF
MERCEDES
SCANIA
GARDNER
ZF
EATON
ROCKWELL
AEC
DAIMLER
KIRKSTALL
MCW
VOITH

ENGINES
SEMI AUTO GEARBOXES
REAR AXLES
MANUAL GEARBOXES
HYDRACYCLIC GEARBOXES
FLUID FLYWHEELS
MITRE BOXES
DIFFERENTIALS
FUEL INJECTION PUMPS
ANGLE DRIVES
COMPRESSORS

Campanile Campaville, Your home away from home.



250 HOTELS AND RESTAURANTS IN FRANCE, GREAT-BRITAIN, BELGIUM AND THE NETHERLANDS.

- | | | |
|---------------------------|---------------------------------|--|
| Hotels: | Restaurants: | Central information
& reservation office: |
| • comfortable rooms | • dine by the fireside | • in Paris: |
| • fully equipped bathroom | • buffet meals | Individuals: 33 (1) 64.62.46.46 |
| • television | • regional specialties | Groups: 33 (1) 64.62.46.62 |
| • direct-line telephone. | • a wide range of hearty menus. | |

1990 Group Price* Per Person, Double Occupancy, Half Board	France	Great-Britain	Belgium	Netherlands
	FF 198	£ 24,50	BF 1,610	Fl 80,50

* Rates given for information only, as applied at 200 Campanile hotels, subject to change without notice. Supplementary charge at certain hotels.

CAMPANILE
31, avenue Jean-Moulin
Marne-la-Vallée 77200 Torcy
France
• in Great Britain:
(1) 569.57.57
CAMPANILE UK
Unit 8 - Red Lion Court
Alexandra Road - Hounslow
Middelsex TW3 1JS



YOU WON'T FIND ANY SHORT CUTS IN OUR COACHES.



The long and winding roads of Britain are no problem for a Caetano Optimo.

With its large windows, spacious interior and independent suspension, it's the last word in comfort. The 21 seater Optimo isn't an expensively sawn up and welded together van or truck.

It's a proper coach, with chassis especially designed to carry people. This and independent front suspension make light work of pot holes, archaeological excavations and anything else you might come across on the M25.

Don't bother trying to be polite and open the door, it's power operated.

And for the mechanically minded the Optimo is powered by a 4 litre, 6 cylinder Toyota turbo diesel and a 5 speed gearbox to boot.

And when your passengers want to make an emergency stop for the call of nature, front discs and exhaust braking take care of this effortlessly.

The Caetano Optimo. We haven't spared the horses or cut any corners.

 **TOYOTA**
CAETANO OPTIMO